This is a transcribed version of the handwritten

Station Log for the

Columbia River Quarantine Station

Astoria, Oregon

May 9th, 1899 to October 1, 1939

Including an appendix to provide additional information
and a summary of the officers, other persons, and boats and ships
that are referenced in the log ©

Prepared by the Knappton Cove Heritage Center
521 Washington Highway-401, Naselle, WA 98638

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	Other Persons
	Ships/Boats
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	Officers Assigned to the Station
	PAS Erwin W. Blatter
	AS Baylis Haynsworth Earle
	PAS Harvey Gustar Ebert
	Surg Lunsford Dickson Fricks
	Surg Mathew K. Gwyn
	AS George Hill Hastings
	Surg George G. Holdt
	PAS John Milton Holt
	Temp Acting AS Leon Willet Hyde
	PAS Frederick W. Kratz
	Sen Surg Emil Krulish
	Surg Herbert Miller Manning
	AS Francis (Frank) Henry McKeon
	Surg Frank V. Meriwether
	Acting AS Robert Pilkington
	Acting AS Jay Forrester Tuttle
	Surg Henry W. Wickes
	Other Persons
	The Babbidge Family
	Ole Estoos
	Capt. J.E. Haggblom

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Thaddeus and Georgia Trullinger
Dr. Frank H. Vincil

Boats/Ships

USS Concord
Electro
US Coast Guard Cutter Onondaga

Terminology

Bistoury
Columbia River Quarantine Station
Dolphin
Fumigation
Knappton
Pesthouse (or Lazaretto)
Plague
PHS History
Point Adams Life Saving Station
Pratique
Quarantine
Ranks of Officers
Smallpox
Strakes

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INTRODUCTION and GUIDE

The following pages provide a page-by-page transcription of the station log for the U.S. Public Health Service's Columbia River Quarantine Station, which was hand written by Medical Officers and other personnel who were assigned to or otherwise associated with the station during most of its time of service at Knappton Cove and Astoria. The original log, which is the ultimate source of this transcribed version, is housed in the collections of the Columbia Pacific Heritage Museum, 115 SE Lake St., Ilwaco, WA 98624. When the quarantine station closed, some of its artifacts were obtained by a woman named Anne Washer, who had worked as a Russian interpreter for the Public Health Service. Ms. Washer gave Nancy Bell Anderson, the founder of the Knappton Cove Heritage Center (KCHC), permission to copy the station's log book around 1980 when the station was in the process of being placed on the National Register of Historic Places. Those copies served as the basis for this transcription, along with a few pages obtained directly from the original log in 2013. Upon Mrs. Washer's death, the original log book passed in a garage sale to Matt Winters, editor of the Chinook Observer newspaper and a collector of historic memorabilia. Mr. Winters later donated the book to the Columbia Pacific Heritage Museum.

To assist in identifying the public health officers, as well as the many other people who are referenced in the log and who were associated with the station in some way, a Summary of Names has been provided following the final log entry on October 1, 1939. The public health officers who are listed served either as commissioned officers with the U.S. Marine Hospital Service or one of its successors, the U.S. Public Health and Marine Hospital Service, or the U.S. Public Health Service, or they served in a temporary or acting role to fulfill similar duties. The non-officers who are listed included people in such roles as ships' officers and crews, office staff, launch operators, mechanics, or one or more of the many other necessary functions of the inspection and quarantine service but are too numerous to summarize here. In addition, the Summary of Names includes the many ships and boats that served or were served by the station during its forty year history and were reported in the log. It is hoped that this information will assist readers and researchers as they pursue their various interests in the history of immigration and public health in the Pacific Northwest. As stated in the first entry of this log, the Station "*was established by Assistant Surgeon Hill Hastings on May 9th, 1899, under direction of Bureau letter of Apr. 28th, 1899*." That first log entry was made on January 1, 1906, though the work of the station began in 1899 and records for those intervening years are still being researched.

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The reader will notice that, following transcribed page number 105, the page numbers recorded in the source document revert back to 96, and continue their progression from there. We have accounted for this unexplained situation by continuing the original sequence of page numbers within brackets while also showing the page number as recorded in the log (e.g.: 115 [125]). A scanned pdf version of a copy of the complete handwritten log is available through KCHC.

Finally, several appendices have been included following the Summary of Names. Each appendix includes further information about people, ships/boats, and terminology that were recorded in the log. Additional appendices and updated information will be added over time as material is found that can be placed in this document. The date on the cover of this document will reflect when additional information was last incorporated, and a date at the top of each appendix shows when that appendix was last updated. Whenever an appendix has been included in this document, a key word for it is highlighted in blue or purple type at the initial log entry of that person/ship/thing (or, in one case, in the Contents) to indicate that an appendix is available to the reader. Also, for each appendix, a "*return-to-text*" hyperlink has been placed in the title for the appendix so you can return easily to your place in the log.

> To access an appendix , please note the following: If this station log document has been opened from the Google drive and using Google docs, simply click on the highlighted word for the appendix you would like to visit, then click on the word "*Bookmark*" that appears. To return from the appendix to the place in the log where you had been reading, click on the highlighted word in the title bar at the top of that appendix, then click again on the word "*Bookmark*" that appears. **NOTE**: If the log has been opened from the Google drive using *other* than Google docs, these linkages will not work properly.

Every effort has been made to assure accuracy of the spelling of the words, names, and dates that have been transcribed here, but handwriting is often challenging to decipher, and writers may not always be the best spellers. Nevertheless, if errors are noted or thought to have occurred, we ask that they be brought to the attention of the KCHC by e-mail at knapptoncove@gmail.com so either confirmation can be made of the spellings used in the log, or corrections can be made.

Thank you, and we hope you enjoy your trip through the history of the CRQS.

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[*Cover of the station log*]

Columbia River Quarantine Station
Astoria, Oregon
January 1, 1906,
to 1938

[*the station actually closed on October 1, 1939,*
with the final log entry on that date]

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1 **1906** January 1st	This station was established by Assistant Surgeon Hill Hastings on May 9th, 1899, under direction of Bureau letter of Apr. 28th, 1899. It was first inspected by Surgeon Joseph J Kinyoun on September 27th,1900; then by Passed Assistant Surgeon Hugh S Cumming on December 22nd, 1903; and finally by Surgeon General Walter Wyman on July 15th, 1905. Assistant Surgeon Baylis H Earle reported for duty to Assistant Surgeon Hill Hastings on December 2nd 1900, and assumed command of the Station on December 12th, 1900.
1st	Transmitted copies of the Service Regulations and of the quarantine Laws and Regulations to the Acting Assistant Surgeon at the quarantine station at Marshfield, Florence, and Newport, Oregon.
2nd	Visited and inspected the Station. Fire drill & muster.
2nd	Judge Frank J. Taylor attorney for all the Babbidge family concerned in the ownership of the U.S. Quarantine Steamer "Electro", called during the afternoon and requested that I sound the Bureau with regard to the assignment by Wilber W. Babbidge of his contract to furnish a quarantine vessel to his brother, James G Babbidge, the new owner of the said vessel. A letter embodying the facts was at once forwarded to the Bureau.
3rd	Mailed checks in payment of December 1905, salaries of the attendants at the Station & personally delivered those of the employees in town.
4th	Mailed inventory & inspection report, form 1909, to Bureau. Explaining reasons for delay, & requested that either I or the officer who is to relieve me on February 3, 1906, be allowed to condemn the great accumulation of property worn out & unfit for use now on hand.
4th	Williams and Estoos placed 13 feet of new galvanized iron stove-pipe on the stove in the waiting room of the

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2 **1906** January 4th	Men's side of the bathrooms on the disinfecting wharf at the station; to a new grate and support in the "Surrey"heater in the laundry in same.
5th	Returned emergency bills of Fisher Bros. Co. for July, August, September, & October 1905, with explanations in detail as to the necessities for the purchase of "Grandpa" tar soap, "Gold Dust" washing powder, "Celluloid" starch & half ground salt & recommendation that the bills be paid as they stand.
6th.	Visited & inspected station. Muster & fire drill.
9th	Received notification of approval of leave of absence for four months from February 1. 1906; and statement that, if said leave be granted, the Bureau will send a commissioned officer here in accordance with my request.
10th	Visited & inspected station during morning. Fire drill after muster. Remained at station all day, packing up my effects, and had "Electro" return for me in afternoon. Dr. Robert Pilkington very kindly substituted me during the day.
14th	The dam at the head of the creek from which the station water supply is obtained, having become badly damaged during the recent excessive rains, was this day repaired by Trullinger and Williams.
16th	Water tanks and troughs, for station water supply, were this day washed out by Williams.
17th	Left for Portland at 7:45 AM & returned to Astoria at 10:30 PM. Dr. Robert J. Pilkington very kindly substituted me during the day. Leave of absence necessary for purpose of fitting uniforms.

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3 **1906** January 18th	Rec'd notification from the Bureau that the emergency bills of the Fisher Bros. Co. for July, August, September, and October, 1906, which were retransmitted to the Bureau on the 5th instant, would be paid as rendered and recommended; but that, if the auditor disallowed any of the items, I would be required to reimburse the disbursing agent.
19th	Attendant Madge Sovey, detailed as clerk in this office, submitted her resignation to date from the 31st instant & the same was this day forwarded to the Bureau approved. Miss Sovey is to marry Mr. Willard I Rush, of Kansas City, Mo., a lineal descendant of the celebrated Dr. Benjamin Rush.
19th	Forwarded a request to the Bureau that a Junior Pharmacist be detailed for temporary duty here until the completion of the work connected with the close of the current fiscal year.
19th	Three drawings forwarded to the Bureau in accordance with the directions of Bureau letter of December 7, 1906.
20th	Information that the Bureau does not consider it expedient to take up the question of the transfer of his contract by Wilber W. Babbidge to his brother James G Babbidge.
27th	Visited and inspected station this morning. Muster and fire drill.
28th	Visited Fort Stevens & the station during the afternoon for the purpose of entertaining Mr. Willard I Rush of San Francisco.
February 1st	Trullinger had muster and fire drill at station this morning.

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4 **1906** February 1st	Rec'd acceptance of proposal of the Blumauer- Frank Drug Co. to furnish certain disinfectants for use at this station.
1st	Assistant Surgeon Frank H. McKeon reported at this station for duty, 11:30 AM, to substitute me during my leave of absence.
January 11th	Rec'd approval of discontinuance of services of Mrs. Georgia B. Trullinger, effective from January 1, 1906.
14th	Rec'd approved leave of absence from February, 4, 1906.
24th	Rec'd acceptance of proposal of the Willamette Boiler Wks to furnish a mooring buoy for use at this station.
February 2nd	Trullinger had muster and fire drill this morning.
2nd	Former pilots Wilbur W. and John G. Babbidge [*this may be an error; it's not clear if the writer intended to refer to John W., the father, or James G., another of his sons*] called at office.
2nd	Took Dr. Mc Keon down to several vessels in the lower road.
January 31st	Recommended the discontinuance of the services of Acting Assistant Surgeon Alexander Patterson, effective from the 7th of December 1905, & the placing of the Umpqua River National Quarantine Inspection Station under the temporary charge of Acting Assistant Surgeon Josiah W Luckey, with increase of salary from $100.00 to $200.00 per annum, effective from February 1st. 1906.
February 1st	Notified Bureau of my inability of leave this station on the 4th inst. & of my intended request that my leave be amended to read from the earliest date on which I will be able to turn over the charge of the station to its Assistant Surgeon Frank McKeon.

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5 **1906** February 6th	Rec'd acceptance of resignation of Miss Madge Sovey, effective from the 31st ultimo.
9th	Assistant Surgeon Frank H. McKeon began daily morning inspections of the U.S. Quarantine Steamer "Electro."
10th	Assistant Surgeon Frank H. McKeon visited and inspected station and had muster and fire drill.
11th	P.A. Surgeon Bayles H. Earle and Assistant Surgeon Frank H. McKeon visited Fort Stevens at noon, taking lunch with the officers. Dr. Pilkington very kindly substituted them.
12th	Assistant Surgeon Frank H. McKeon visited and inspected the station.
13th	Visited station & bade attendants "goodbye" at 5:00 PM.
14th	Transferred the charge of this station to Assistant Surgeon Frank H. McKeon at daylight of this day. Left for Portland at 7:40 AM. My destination being Greenville, South Carolina.
14	Assistant Surgeon F.H. McKeon assumed temporary charge.
17	Visited station and held muster and inspection.
24	Muster and fire drill at station. Consignment of sulphur and other disinfectants received from Blumauer-Frank Drug Co. and stored at station.
March2	Mooring buoy for station received from Willamette Boiler Works; towed to station and stored until such time as the Bar Pilot's Association agree upon a location for it.

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6 **1906** March 3	Muster and inspection at station by A. Surgeon McKeon.
March 6	Received notification from Mr. C.H. Callendar that there is sufficient wood at a point 30 miles distant from Astoria to complete his bid. He suggested that a man be sent to inspect it with a view of determining if it comes up to specification and I have detailed Trullinger to do so. He leaves tomorrow. Mr. Callendar defraying his expenses.
March 9	The Slp F.A. Kilburn carrying freight and passengers from Portland to Coos Bay, Eureka & San Francisco discharged a sea man sick at Astoria today whose case was diagnosed as one of small pox and the man conveyed to the city pest house. Upon being notified of the incident by city physician Pilkington, I at once wired the Bureau and the M.O. in Command at Angel Island. Later I received a telegram from A.A. Surgeon Straw at Coos Bay asking for instructions. I informed him that he had no jurisdiction inasmuch as both Portland and Marshfield are ports in one state**.**
10	Visited the station & held muster and inspection.
10	Telegram received from Captain Megnam at Marshfield asking if man from Kilburn has small pox. Answered affirmatively.
10	Following telegram received from A.A. Surgeon Straw: “Steamer Kilburn inspected. No evidence of infection. Local officials assume responsibility for freight and passengers discharged here. Ship sails for Eureka and San Francisco tomorrow.”

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7 **1906** Mar 17	Muster and inspection at station by Asst. Surgeon F. McKeon.
24	Muster & inspection ay station by Asst. Surgeon F McKeon.
31	Muster & inspection at station by Asst. Surgeon F McKeon.
Apr 7	Muster & inspection at station by Asst. Surgeon F McKeon.
14	Muster & inspection at station by Asst. Surgeon F McKeon.
21	Muster & inspection at station by Pilot J.G. Babbidge.
Apr 1	Attendant J.D. Cronen resigns. John Ludby, a former attendant, appointed acting deck hand for a period of thirty days.
April 28	Muster & inspection of station by Asst. Surg McKeon.
May 1	Mooring buoy placed at station today by L.H Tender Heather**,** Captain Gregory, Assist. Surg McKeon was present and with the assistance of Bar Pilot Kann determined upon a site.
May 1	Two changes made in the crew of the "Electo" today. Edward M Thompson succeeds John Smith (resigned) as fireman and Mathew Johnson succeeds John Lulking (resigned) as deckhand.

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8 **1906** May 5	Muster and inspection of station by Assistant Surgeon McKeon. Mr. A.L. Lox visited the station to examine the doors used on disinfecting chambers.
May 12	Muster and inspection of station by Assistant Surgeon F. H. McKeon.
" 14	Today there were received from Supervising Architect advertisements seeking proposals for gangway at station to be inserted in two daily papers of Astoria and under separate cover five sets of drawings and specifications of the work.
May 16	Absolute appointment of Pilot J.G Babbidge received today.
" 19	Muster and inspection of station by Assistant Surgeon F. H. McKeon.
" 26	Muster and inspection of station by Assistant Surgeon McKeon.
"28	Estimate of subsistence and other supplies for ensuing fiscal year forwarded to the Bureau today.
June 2	Muster and inspection of station by Assistant Surgeon F. H. McKeon.
" 9	Muster and inspection of station by Assistant Surgeon F. H. McKeon.
" 11	Invitations to compete in proposals to furnish offices, steamer, dockage, fuel and water published by circular letter and notices post in public places.

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9 **1906** June 14	Bids opened for offices, steamer, dockage and fuel for ensuing fiscal year. Lowest bidders: Offices – Mrs. O. Sovey $25 monthly; steamer, J.W. [*John Walter, father of James*] & J.G. Babbidge $260 monthly; dockage O.R. & N. Co. $12 monthly; fuel J.N. Jones.
" 15	Above named bids forwarded to the Bureau with the lowest recommended for acceptance except in the proposals to furnish offices and dockage. In the former the bid of C.H. Page ($30) was recommended, the offices offered by him being deemed more suitable than those offered by Mrs. O Sovey; in the latter the bid of the Vancouver Transportation Co. was recommended for acceptance. The dock offered by them being thought safer than that offered by the O. R. & N. Co.
" 16	Muster and inspection of station by Assistant Surgeon F.H. McKeon.
19	Estimate of subsistence and other supplies received from the Bureau with authority to advertise for proposals.
May 14	Under this date there should have been recorded in its proper place that there were received advertisements to be inserted in two newspapers inviting proposals for construction of a gangway at the station and under separate cover six sets of plans and specifications, one to be kept for the files of this office the other to be given out to prospective bidders. The newspapers specified were the "Astorian" and the "News" but the later paper having suspended the "Budget" was substituted.

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10 **1906** June 19	Resignation of Acting Assistant Surgeon J.N. Luelley in charge of the inspection station at Florence, Oregon received and forwarded to the Surgeon-General.
“ 19	Bids asked to furnish miscellaneous supplies for the ensuing year by circular letter and notices posted in public places in addition to insertion of advertisement in the “Astorian”.
“ 19	The Bureau notified that no bids were received to furnish water site for ensuing year and permission requested to again advertise.
“ 23	Muster and inspection at station by Assistant Surgeon F.H. McKeon.
“ 25	Proposals to furnish miscellaneous supplies for ensuing fiscal year opened.
“ 27	Above named proposals forwarded to the Bureau with recommendation that the bid of Fisher Bros. Co. be accepted.
“ 30	Muster and inspection at station by Assistant Surgeon F.H. McKeon.
July 2	Authority received from Bureau to re-advertise for proposals to furnish water privileges.
“ 5	Acceptance of A.A. Surgeon Luelley’s resignation received and forwarded to him.
“ 5	Original of approved proposal of J. W. and J. G. Babbidge returned by Bureau with instructions to enter into contract with them.

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11 **1906** July 7	Muster and inspection at station by Assistant Surgeon F.H. McKeon.
“ 9	I was today informed by C.G. Palmberg that his certified check accompanying bid for construction of gangway at this station had been cashed and that he had not been notified of the acceptance or rejection of his bid. At his request I notified the Surgeon General by telegraph and the Supervising Architect by mail.
“ 10	Proposals to furnish water site for ensuing fiscal year again asked.
“ 14	Bureau letter received today announcing the acceptance of proposal of C.H. Page to furnish offices. Also bid by Vancouver Transportation Co. to furnish dockage.
“.14	Muster and inspection at station by Assistant Surgeon F.H. McKeon.
“ 20	Bids for water privilege opened. Only bid that of North Pacific Improvement Co. which was recommended for acceptance.
“ 20	Annual report of transactions forwarded to the Bureau.
“ 21	Department letter received today announces that C.G. Palmberg, Astoria, has been awarded the contract to construct a gangway at this station.
“ 21	Muster & inspection at station by Assistant Surgeon F.H. McKeon.

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12 **1906** July 28	Muster and inspection at station under Assistant Surgeon F.H. McKeon.
" 31	Original of approved proposal of Fisher Bros. Co. to furnish miscellaneous supplies received from the Bureau today with directions to enter into contract with them.
August 1	Offices moved from Spexarth Building to Page building.
" 1	Marine Engineer Goodell and Attendant Georgia B Trullinger on thirty days leave of absence granted by the Department.
" 4	Muster and inspection at station by Assistant Surgeon F.H. McKeon.
" 11	Muster and inspection at station by Assistant Surgeon F.H. McKeon.
" 14	Bureau letter received today announcing the acceptance of bid of J.M. Jones to furnish fuel.
" 15	Department letter received today authorizing Medical Officer to advertise for bids to furnish paint. The same was accordingly done both by circular letters and notices posted in public places.
" 18	Muster and inspection at station by Assistant Surgeon F.H. McKeon.
" 24	Proposals to furnish paint forwarded to the Department, that of Fisher Bros. Co. being recommended for acceptance.

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13 **1906** August 25	Muster and inspection at station by Assistant Surgeon F.H McKeon.
September 1	Muster and inspection at station today under Assistant Surgeon F.H. McKeon.
" 8	Muster and inspection at station today under Assistant Surgeon F.H. McKeon.
" 10	Work on construction of new gangway was begun today.
" 15	Muster and inspection at station today under Assistant Surgeon F.H McKeon.
" 17	It has been discovered that if the grade of the new gangway as at present specified is kept, the shore end of the structure will be entirely too low. The Department was notified of this fact by telegraph with permission asked to change the grade so that the shore end of gangway will two feet below level of wharf floor instead of four as at present specified. Work on the construction was suspended by mutual agreement between the Medical Officer and the contractor.
" 22	Muster and inspection at the station today under Assistant Surgeon F.H. McKeon.
" 22	Bureau orders were received today relieving Assistant Surgeon F.H. McKeon from duty at this station upon the arrival of Passed Assistant Surgeon J.M. Holt and directing him to proceed to San Francisco, Cal. for duty and assignment to quarters.

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14 **1906** Sept. 29	P. A. Surgeon John M. Holt arrived in city late last night and called at office this morning. Arrangements made to go to the station on Monday, October 1, 1906, have muster and inspection, and transfer of station. Dr. Holt busy searching for quarters.
Oct 1	In accordance with Bureau orders (C.D.) (A.H.G.) (W.P.W.) (H.D.G) dated September 14, 1906, I hereby assume command of the Service at this port, relieving Asst. Surg. F.H. McKeon of temporary charge. Have to receipt by mail, to P.A. Surgeon B.H. Earle, the last Custodian, for public property now in his charge. John Milton Holt, Passed Assistant Surgeon, U.S.P.H. & M.H.S.
Oct. 4	Asst. Surg. F.H. McKeon left the city for San Francisco, California.
Oct. 6	Muster and inspection at station by Commanding Officer.
Oct. 8	Attendant Georgia B. Trullinger, acting cook, resigned.
Oct 10	Nominated Miss Mary Fossett, aged 31 yrs., born in Maine, as attendant, acting clerk, at $50.00 per month, vice Miss Madge L Sovey, resigned Jan. 31, 1906.
Oct. 20	Muster and inspection omitted as Commanding Officer was sick abed with tonsillitis.

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15 [1906] Oct 27	Muster and inspection by Commanding Officer.
Nov 3	Muster and inspection by Commanding Officer. Contractor for new gangway expects to have his work completed by the end of this month.
Nov 8	Dept. letter of Nov.3, 1906, received, accepting proposal of Fisher Bros. Company to furnish paints & oils, in amount $135.90.
Nov 10	Muster and inspection.
Nov 16	Received Supervising Architect's telegram dated yesterday, stating that Superintendent Grant from Seattle had been directed to examine Contractor Palmberg's work on new gangway.
Nov 17	Muster and inspection. Bureau declined to grant Att. T.S. Trullinger's request for increase in wages from $90.00 to $100.00 per month.
Nov 19	Bureau letter received, granting authority to invite proposals for furnishing office telephone.
Nov 26	Requisition for carpet rugs for office not to be allowed until present carpet has been inspected and condemned.
Nov 28	$15,000 has been allotted this station for current fiscal year. J. M H.

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16	
1906	
Nov 26	Supt. Grant inspected new gangway and approved construction to date.
	C.G. Palmberg submitted supplemental proposal for continuing railing along gangway-head for sum of $45.00.
Dec 14	Palmberg's proposal as above, accepted.
Dec 16	Proposal for office telephone accepted, dating from Dec. 1, 1906.
	Bureau declined to increase salary of Attendant Estoos from $60.00 to $70.00. Dec 20. Authorized (12/14/06) to invite proposals for bichloride piping.
1907	
Jan 3	Authorized (12/28/06) to invite proposals for new water pipe & lumber to box same on new gangway.
Jan 7	Supervising Architect wired that Supt. Grant had been ordered to make final inspection of new gangway.
Jan 10	Supervising Architect wired that Palmberg's voucher for $3,047.00 in process of settlement.
Jan 9	Supt. Grant made final inspection of gangway, and approved all work J.M.H.

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17 **1907**	
	after minor imperfections reported by Custodian had been corrected. Jan 21. Authority received to tear down old cannery at station.
Jan 23	Advised by Bureau to renew my application for leave of absence at a later date.
Jan 25	Proposal of W.C Laws & Co. amount $47.22, accepted, for bichloride piping. (Dept. approval 1-17-07).
Jan 31	Bureau makes inquiry by wire concerning right of way through station being sought by railroad.
	Proposal of Fisher Bros. Co. to furnish hardware & pipe & Columbia Mills to furnish lumber to box pipe, accepted by Supervising Architect.
	Directed to begin taking proposals for supplies & services for fiscal year 1908.
Feb. 20	Attendant Mathew Johnson resigned. Acting deck hand. Services perfunctory and indifferent.
Feb. 21	Louis Erickson nominated attendant vice Mathew Johnson. Erickson only takes the position temporarily, until a permanent incumbent can be secured. J.M.H.

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18 **1907** Feb 26	Bids opened for offices. None received for water, so date of opening latter postponed until March 12, 1907.
March 1	Nels M. Williamson nominated to succeed Louis Erickson, resigned Feb. 28-07.
	Bids for wharf rent opened.
March 7	Proposals for wood forwarded.
March 8	No bids recd. for office telephone. Re-advertised.
March 9	Bureau letter (3-4-07) incloses copy of Act of Congress (Public No. 108) granting Columbia Valley Railroad Company right of way through our station across the river.
March 12	Bids for water rent opened.
	Authority granted (B.L. 3-7-07) to advertise for proposals for office table, 2 office chairs & 1 desk chair.
March 15	Bureau letter of even date authorizing to renew requisition for medical books about May 15-07.
March 14	Recommended increase from $50.00 to $60.00 in clerk's salary.
March 15	Attendant Frank E. Williams granted seven days leave.
March 20	Bid of Chas. Heilborn & Co. recommended, for furnishing office table and chairs. JMH.

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19 **1907** March 25	Sent requisition for new typewriter. Forwarded to Dr. Geo. P. Edwards, at Florence, Oregon, his letter of appointment (3-16-07) as Acting Assistant Surgeon for duty in charge of Suislaw & Umpqua River Quarantine Stations.
March 26	Authority requested for advertising for proposals for telephone service for our station near Knappton, Wash. Bureau letter of even date accepts proposal of J.H. Hansen to furnish chain-wrench.
March 31	Attendant Frank E. Williams resignation effective today. Services ordinary. Given to over-indulgence in alcohol.
March 30	Authority requested to invite proposals for repairing north boiler at station. Granted Apl. 10-07. Bureau letter of even date accepts bid for office table & chairs.
April 1	Requested 2 mos. leave from June 20.
April 10	Bids for office telephone opened. Bureau letter of even date grants authority to invite proposals for repairing north boiler at station.
April 24	Bids for station telephone opened. Authority to advertise granted by Bureau Letter of April 11-07. J.M.H.

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20 **1907** April 29	Department letter of even date grants P.A. Surgeon Holt leave of absence for 2 months from June 20, 1907. Dr. Robert J Pilkington appointed temporary acting assistant Surgeon at $100.00 per month, during absence on leave of P.A. Surgeon Holt. J.M.H.
May 4	Property return forwarded for information of P.A. Surgeon Holt regarding missing tumblers.
May 8	Bureau approves P.A. Surgeon Holt's action in replacing missing tumblers.
May 14	Marine engineer's salary increased to 105 per mo.
May 14	Authority granted to invite bids for miscellaneous supplies.
May 20	Resignation of Engineer Goodell accepted.
May 21	Information that property return of station as transferred P.A. Surgeon Holt, correct.
May 22	Proposal of Fisher Bros. Co. accepted to furnish station with 5 heating stoves.
May 24	Proposal of North Shore Telephone Co. to install 2 phones at station accepted.
June 1	Proposal of Astoria Iron Works to repair boilers accepted at a cost of $177.60.

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21 [1907] June 5	Promotion of attendant E. M. Thompson as Engineer approved, salary $105.
June 6	Nomination of John Johnson as attendant vice E. M. Thompson accepted. Salary $60.00.
June 10	Department authorizes proposals to be received for telephone service at Knappton, Wash, at Quarantine Station.
“ 10	Nomination of Hugh McCauley for temporary attendant vice F.E. Williams approved. Salary $50.00.
June 12	Approved proposal of J.W. & J. G. Babbidge received for rent of steamer Electro, $260.00 per mo. with directions to prepare bond.
June 14	Authority granted to purchase a #7 Remington typewriter for $80.00.
June 17	J.M Holt, Passed Ass’t Surg. designated to represent Service at Oregon State Medical Society, Seaside, Oregon.
June 26	Nomination of Hilbert Hanson for temporary appointment as attendant, compensation $60.00, vice Nels Williamson, approved.
June 26	Resignation of Nels Williamson attendant accepted. J.M.H.

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22 **1907** June 28	Directs bond to be prepared for Fisher Bros. Company, in amt. $100 for approved contract to furnish miscellaneous supplies for 1908.
June 29	Resignation of Hilbert Hanson attendant accepted.
July 1	Nomination of John Olsen vice Hilbert Hanson, attendant, approved compensation $60.
July 2	Proposals of The Pacific Telephone and Telegraph Co. also North Pacific Improvement Co. for water accepted.
July 2	Information given that no special appropriation was made for new construction at this station.
July 3	John Johnson appointed for probational term of 6 mo.
July 3	Authority granted to purchase fuel in open market.
July 5	Proposal of North Shore Telephone Co. accepted to furnish station telephone for 1908.
July 11	Hugh McCauley appointed attendant for probational term of 6 mo.
July	John Olsen appointed attendant for probational term of 6 mo. J.M.H.

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23 **1907** July 12	Proposal of Astoria Savings Bank to furnish 2 office rooms accepted.
July 18	Department amends P.A. Surgeon Holt's leave of absence of two months to begin July 7, 1907 instead of June 20, 1907.
July 18	Appointment of R.J Pilkington as Acting Asst. Surgeon during Passed Ass't Surgeon J.M. Holt's absence amended to read "beginning July 7, 1907 instead of June 20, 1907.
August 13	Directs P.A. Surgeon Holt to submit recommendations covering expenditure of balance of appropriation approved March 3, 1901, for "lazaretto [see "pesthouse"] and hospital for pumping station, and for mooring buoy 8,500".The remaining balance amounting to $7,450.
August 20	Authorization to fumigate vessels once a month and to do same at Portland when practicable to avoid delay in shipping.
August 24	Bureau notification that all vessels from San Francisco must be inspected.
August 24	Resignation of Thaddeus Trullinger attendant accepted.
August 24	Bureau authorizes P.A. Surgeon Holt to nominate an acting assistant Surgeon at $5.00 + expenses for work in Portland when necessary. J.M.H.

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24	.
1907	
August 26	Resignation of John Olsen attendant accepted.
August 26	Nomination of John Maack as temporary attendant approved.
August 27	Extension of 23 days added to P.A. Surg. Holt's leave of absence, beginning Sept 7-07.
August 29	Telegram giving instructions to vessels from San Francisco be fumigated.
Sept. 6	Extension of A.A. Surg. Pilkington's appointment one month, by telegram from Bureau.
Sept 4	Bureau authorization to obtain proposals for office furniture.
Sept 12	Notification by Department that rug has been shipped to this station.
Sept 12	Department notification of A.A. Surg. Pilkington's extension of appointment 1 mo.
Sept 14	Appointment of Dr. F.V. Mohn as temporary A.A. Surgeon to assist in fumigation of vessels at Portland, Ore. Compensation $5 per day and actual expenses when employed.
Sept 16	Attendant Ole Estoos promoted to engineer with compensation at $80 per mo.
Sept 18	Telegraphic instructions for P.A. Surg. Holt to proceed to Portland to confer with local Board of Health. JMH.

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25 **1907** Sept. 19	Department notice to secure & forward competitive proposals for staining floor in office.
Sept 19	Authority granted by Department to secure bids on lumber for repairs at station.
Sept 20	Bureau information that special requisition for safe in office is not approved.
October 2	Nomination of Jens Lervick for temporary attendant vice Ole Estoos approved. Compensation $60.00
October 2	Bureau requests written information on North Shore Telephone Company's voucher an explanation of the reduction in monthly rental owing to free use of River cable per contract of U.S. Army.
October 3	Department authorization to obtain competitive proposals for carpenters tools.
October 3	Department accepts proposal of Chas. Heilborn to furnish office furniture for $75.75.
October 5	Resignation of Hugh McCauley attendant accepted by Department. J.M.H.
October 5	Nomination of Jens Hanson temp. attendant vice Hugh McCauley with J.M.H.

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26 **1907**	
	compensation at $50.00 approved.
October 8	Telegram extending A.A. Surgeon Pilkington's appointment 1 mo.
October 10	Department notifies A.A. Surgeon Pilkington of extension of appointment 1 mo.
October 25	Bureau notifies P.A. S. Holt of Department amendment in proposal of North Shore Telephone Co to read $1 per month as recommended.
October 26	Department approval of proposal of Allen Wall Paper Co. received for staining floor of office, in amount $6.40.
October 29	Bureau directs P.A. Surgeon Holt to proceed to Portland when necessary to fumigate vessels after cargo is discharged.
October 31	Telegram from Bureau grants P. A. S. Holt two days leave of absence.
November 1	Department increases salary of Pilot Babbidge as recommended from $100 to $110 per mo.
November	Department revokes 23 days leave of absence granted P.A. S. Holt from Sept 7-1907, as requested in his communication of Oct 23-07.
November 18	Department asks that a new bid for lumber be submitted owing to the appropriation for the same being so heavy

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27	
1907	
	taxed at present.
November 25	Bureau requests that quadruplicate copies of receipted invoices be forwarded by return mail to replenish the Purveying Depot stock.
Dec. 5	Requisition for additional funds made by Bureau to supply customs collector for payrolls until the appropriation in Merchants National Bank is again available.
Dec. 13	Bureau directs that payrolls of Acting Assistant Surgeons, Mohn and Pilkington be made payable from the appropriation "Preventing the Spread of Epidemic Diseases."
Dec. 18	Absolute appointment of John Johnson received as attendant with compensation at $60 per mo.
Dec. 23	Telegram from Bureau with notification of cholera at Honolulu.
Dec. 24	Proposal of Astoria Hardware Co. accepted for carpenter's tools, at a cost of $147.97.
1908	
Jan. 8	Bureau information that the keeper of Point Adams Life Saving Station has been instructed to keep a lookout and report to Pac. Tel. & Tel. Co. any vessels which pass his station. J.M.H.

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28 **1908** January 17	Bureau telegram asks information as to telephone connection of station with Point Adams Life Saving Station.
January 18	Telegram from Bureau grants authority to secure service by telephone at Pt. Adams Life Saving Station at government rates of one cent per word; minimum 20¢ a message, as recommended by P.A. Surgeon John M. Holt.
January 16	Department accepts resignation of A.A. Surgeon Straw, effective Jan. 31, 1908.
January 18	Rules to be observed in rendering new form of vouchers.
January 18	Absolute appointment of attendant John Johnson from Nov. 29, 1907. Compensation $60 per month. J.M.H.
January 20	Acting Asst. Surg. Mohn's service discontinued.
Jan 30	Authorized to obtain proposals for sulphur hose.
Feb. 7	Cost of maintaining station to Dec. 31, 1907, exceeded allotment by $245.00, due to expenses involved by anti-plague work. No increase of allotment over that of 1907, was made by Bureau for fiscal year 1908.
Feb. 8	No action taken by Department on

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29 [1908]	violation of Quarantine Regulations by Master of Steamer "Asuncion."
Feb. 22	Error sheet just received for property return for period ended June 30, 1907.
Feb. 12	Under this date Dr. R.G. Gale of North Bend, Oregon, appointed Acting Assistant Surgeon for quarantine duty at Coos Bay Quarantine, succeeding Dr. E.E. Straw, effective from February 1, 1908.
Feb. 23	P.A. Surg. Holt went to Portland on official business, leaving Acting Asst. Surg. Pilkington in temporary charge of local work.
Feb. 25	P.A. Surg. Holt rejoined station.
Feb. 26	Bids opened for furnishing Sulphur hose.
Feb. 28	John Maack, fireman on "Electro," recommended for absolute appointment.
March 1	Expenses of station are exceeding Bureau allotment.
March 10	Recommendations for absolute appointments not to be made here after. J.M.H.

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30 **1908** March 19	Sulphur hose cannot be purchased now, on account of exceeding the allotment for expenses of station.
March 31	Attendant John Maack, acting fireman on “Electro,” resigned. A well-meaning, but very stupid and unreliable man. Atd. Lervick temporarily detailed as acting fireman.
April 8	Sub-station payrolls and commanding officer’s commutation voucher forwarded to Bureau for payment, on account of death of special disbursing agent Clark W. Carnahan, the local Collector of Customs.
April 15	P.A. Surgeon J.M. Holt granted leave for5 days from April 22, 1908.
April 22.	P.A. Surgeon Holt left for Gearhart Park on 5 days leave. Temp. Actg Asst. Surg. Pilkington left in charge of station.
April 27	P.A. Surgeon Holt re-joined station.
April 30	Attendant Jens Hanson, acting laundry man, resigned. A good man.
May 1	Actg. Asst. Surg. R.G. Gale, at Coos Bay Quarantine; services discontinued by Bureau as he already was A.A. Surg. at North Bend, Ore.. on marine hospital

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31 **1908**	
	duty. Dr. Ira B. Bartle nominated to succeed Gale, at $200.00 per annum.
	Former Passed Assistant Surgeon Halstead A. Stansfield, who resigned from the service March 23, 1908, committed suicide at San Francisco April 13, 1908. He had served in the Philippines, Cuba & Panama; had had pernicious malarial fever in latter place; recently lost his wife; and took his life, it is reported, while in a state of mental abberation.
May 27	P.A. Surg. J.M. Holt detailed to represent the Service at the Annual Meeting of the Oregon State Medical Association, July 1-3, at Portland.
June 12	P.A. Surg. J.M. Holt granted leave of absence for one month from July 15, 1908.
June 15	U.S. A.T. "Sherman" arrived from Honolulu & Manila, with smallpox aboard. Had had previous case prior to arrival at Honolulu, but did not enter there & proceeded here without any disinfection or quarantine treatment. Second case appeared from different part of ship than first case 12 days after first, & when all apprehension had passed. Asst. Surg. Magee, U.S.A. Transport Surgeon, believes exposure had been general & knows of no part of personnel

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32 **1908**	
	not as liable to exposure as any other. Concurred in by Asst. Surg. H.M.Manning, P.H. & M.H.S., a passenger retuning from Manila**.**
	Commanding officer of troops aboard, objects to having troops from tropics go ashore in tents & believes station area not large enough to accommodate 1200 or 1300. Necessary to disembark before vessel can be disinfected. No housing facilities ashore. Vaccination of all hands begun.
June 16	Asst. Surg. Manning ordered to report to PA. Surg. Holt for temporary duty. Began to release those showing satisfactory recent vaccinations & those having had smallpox.
June 17	Disinfection of "Sherman" begun. Released more passengers. Secy. of War Taft ordered "Sherman" to San Francisco. P.A. Surg Holt refused to release "Sherman" as Secy. of War has no authority over her, while in quarantine.
June 18	Finished disinfection "Sherman"
June 19	"Sherman" released from quarantine & proceeded to Portland. Patient, an attendant & 4 others held.
June 22	Asst. Surg. Manning relieved from duty & ordered to Bureau for examination for promotion on July 6th. J.M.H.

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33 [1908] July 1-3	P.A. Surg. J. M. Holt at annual meeting Oregon State Medical Assn., at Portland. Presented paper on "Medical Versus Surgical Treatment of Amoebic Dysentery**."** Actg. Asst. Surg. R.J. Pilkington in temporary charge during absence of commanding officer.
July 15	P.A. Surg. Holt on leave of absence for one month, address Gearhart Park, Oregon.
Aug. 15	Actg. Asst. Surg. Pilkington in temporary charge.
Aug. 18	P.A. Surg. Holt returned to duty.
Sept. 2	P.A. Surg. Holt detailed to represent Service at Annual Meeting of Washington State Medical Assn. Sept. 7, 8, 9, at Walla Walla, Wn.
Sept. 4	P.A. Surg Holt granted 5 days leave en route from meeting of Washington State Med. Assn. Proposal of Goodyear Rubber Co. for sulphur hose, accepted. (4 lengths) P.A. Surg. Holt left for Portland, en route to Walla Walla. Leave Portland 5th, arrives Walla Walla 6th. Session begins 8 A.M. on 7th.
Sept. 9	Actg. Asst. Surg. Pilkington in temporary charge. P.A. Surg. Holt returned to station, on night train. J.M.H.

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34 **1908-9** Sept.22	P.A. Surg. Holt detailed to represent Service at Annual Meeting of Idaho State Medical Assn, October 8&9, at Boise, Idaho.
Sept.28	Quarantine against San Francisco raised today.
Oct. 5	P.A. Surg. Holt left for Boise, Idaho. Actg. Asst. Surg. Pilkington in temporary charge.
Oct. 7	P.A. Surg. Holt granted leave of absence for one day, en route from Boise.
Oct. 12	P. A. Surg. Holt returned to station.
Nov. 3	Proposal for 15 bbls. roll sulphur accepted. Stewart & Holmes, Seattle.
Nov. 14	P.A. Surg. Holt granted leave of absence for one day.
Feb. 27 ’09	P.A. Surg. Holt granted leave of absence for one day.
March 27	Reporting of incoming vessels from Pt. Adams Life Saving Station, discontinued, on Bureau authority.
April 24	Authorized to transfer one barrel of sulphur from this station to Coos Bay Quarantine sub-station. J.M.H.

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35 **1909** May 20	Bureau telegram states plague reported in Yokohama the 7th inst.
June 18	Bureau telegram states cholera reported in Amoy.[AKA Xiamen, China]
May 21	P.A. Surg. Holt granted leave of absence for one month from July 5th.
June 17	P.A. Surg. Holt detailed to represent Service at joint annual meeting of the Medical Associations of Washington, Oregon & Idaho, at Seattle, Wash, July 20-21-22-23.
July 2	Leave of absence for one month from July 5th, granted to P.A. Surg. Holt, amended to read, one month from July 26, 1909.
July 27	P.A. Surg Holt's leave as above, amended to read 3 days from July 26, 1909.
Aug 15	P.A. Surg. Holt begins one month's leave. A.A. Surg. Pilkington in temporary charge.
Sept. 13	Bureau telegram reports cholera in Kobe.
Sept. 15	P.A. Surg. Holt returned to duty.
Oct. 6	Authorized the secure proposals for material for wood scow. J.M.H.

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36	
1909	
Nov. 11	Board ordered convened to meet upon arrival of Revenue Cutter "Manning" for physical examination of Third Lieut. Wm. Williams, to determine his fitness for promotion. Detail for board: P.A. Surg. J.M. Holt, Chairman, A.A. Surg. J. Tuttle, Recorder.
1910	
Jan. 5	Impracticable for Bureau to authorize expenditures for construction of wood scow at this time.
Jan. 29	Bureau advised this office that special requisition for gasoline engine and pump, for fire protection, would be forwarded to Supervising Architect with favorable recommendation.
March 14	Bureau telegram reports plague at Hilo, Hawaii.
April 4	P.A. Surg. Holt granted 6 days leave from April 26.
April 15	Authorized to re-advertise for bids for water privileges. Bureau does not consider condemnation of strip of land across property of North Pacific Improvement Company, to Borcher's land, as practicable at present.
April 18	Authorized to invite bids for material for wood scow.
April 26	P.A. Surg. Holt on leave. Dr. Pilkington

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37 **1910**	
	Acting Assistant Surgeon during absence.
May 2	P.A. Surg. Holt returned to station.
May 28	Proposal of J.W. & J.G. Babbidge, to furnish steamer, has been approved for contract.
June 2	Bids totaling $388.44, for materials for wood-scow , approved.
June 19	P.A. Surg Holt granted leave for one day.
June 26	P.A. Surg. Holt granted leave for one day.
July 7	Proposals accepted as follows: Astoria Fuel & Supply Co. (wood) Vancouver Transportation Co. (wharfage) Astoria Savings Bank (offices) Pacific Tel & Tel. Co. (phones) North Shore Tel. Co. (phone)
July 8	Contract with Ross, Higgins & Co. for miscellaneous supplies, returned approved.
July 25	P.A. Surg. Holt granted 17 days' leave from Aug 11, and 19 days leave from Sept 1. Dr. Pilkington to be temp actg. asst. surgeon in charge during absence. J.M.H.
Aug 5	Bureau informs this office that

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38	
1910	
	Sundry Civil Act approved June 25, 1910, appropriated $4500.00 for a hospital building at this station.
Aug. 31	Authority granted to advertise for proposals for telephone service to Str. "Electro."
Sept. 2	Bureau states that Revenue Cutter Service has the authority to modify movements of Quarantine Str. "Electro" during quarantine inspection of vessels, during certain hours of the Astoria Regatta.
Oct. 6	Proposal of Pacific Tel. & Tel. Co., for telephone service to Quarantine Str. "Electro", accepted.
Oct.20	Proposal of City Fuel Co. for wood in scow-load lots, accepted.
Dec. 15	Proposal of J.H. Seymour, for furnishing office clock, accepted.
1911	
Jan. 27	Authorized to advertise for proposals for construction of new hospital building.
Jan. 27	P.A. Surg. J.M. Holt re-assigned to duty at this station, effective Sept. 14, 1910.
Feb. 9	Authorized to purchase 175 cords J .M. H.

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39 **1911**	
	of wood, and to advertise for proposals for furnishing 10,000 lbs. roll sulphur.
March 7	Passed Assistant Surgeon B.H. Earle inspected unserviceable property at this station.
March 11	Proposal of Reierson Machinery Co., in amount of $2,660.65, accepted, to furnish gasoline engine (Foos) and pump, for firefighting purposes. By this means water is to be pumped directly from the river, at a moment's notice. Until now there has never been ample fire protection for this station.
March 24	Bureau has directed Surgeon Magruder to disinfect vessels at Portland hereafter.
March 24	Proposal of Jacob Edison, in amount $3,574.00, accepted for construction of new hospital.
May 26	Advised by Supervising Architect that a safe had been ordered for this station.
July 1	P.A. Surgeon Holt granted leave of absence for one month. Dr. R.J. Pilkington appointed temporary Acting Asst. Surgeon at $100.00 a month.
July 13	Bureau requests that Commanding Officer at Columbia River Quarantine recommend that Acting Asst. Surgeons at Oregon sub-stations hereafter be paid $10.00

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40 **1911**	
	for each vessel inspected and $20.00 for inspection and fumigation, instead of flat salary of $200.00 a year, as hereto fore.
July 20	P.A. Surgeon Holt granted 10 days leave from Aug. 5th.
Aug. 1	Acting Asst. Surgeons at Oregon sub-stations under new compensation arrangement from this date. Edwards at Florence and Minthorn at Newport promptly resigned. Bartle at North Bend only one remaining on duty.
Oct. 9	Authority granted to tear down old Superintendent's residence at station.
Oct. 14	Proposal of A.G. Leong, in amount of $146.70, accepted for 400 ft. of 1 ½" fire hose with nozzles.
Nov. 21	Surgeon General Walter Wyman died at 12:20 this morning. Funeral services Friday at St. Louis. Paragraph 376 of Regulations observed.
Nov. 21	Proposal of City Lumber & Box Co., in amount $143.27, accepted for lumber for repairs.
Nov. 29	Authorized to spend not more than $110.00 for foundation for new water tank.
Dec. 15	Proposal of Palmberg & Mattson, in

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41 **1911-12**	
	amount $1037.00, for repairs to wharf and dolphin piling, accepted.
Dec. 21	Purchase of shingles for paint shop authorized. Amount $25.00
Dec. 21	Proposal for furniture for hospital accepted. Amount $103.60
Jan. 2, 1912	Two hose reels allowed. $34.00
Jan. 17	Materials for water tank authorized. $180.00.
April 10	Bureau advises that it is illegal to expend any money on property other than Government land. Hence other arrangements must be made for securing water supply.
May 8	P.A. Surgeon Holt granted leave for 5 days from June 15. Actg. Asst. Surg. Jay Tuttle to substitute.
June 22	P.A. Surgeon Holt on leave for one month from this date. Actg. Asst. Surg. Tuttle substituting.
Aug. 30.	Proposal of Fairbanks, Morse & Co., in amount $957.00, accepted for combined engine and pump, for pumping water from new reservoir to tank.
Sept. 9	P.A. Surgeon Holt granted 7 days leave. Actg. Asst. Surg. Tuttle in charge. J.M.H.

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42	
1912-13	
Sept. 27	Proposal for fire hose accepted. $72.00.
Sept. 30	Proposal for lumber for ordinary repairs accepted. Amount $98.16.
Sept. 28	Proposal for cement, sand & crushed rock accepted. Amt. $133.60.
Oct. 11	Assistant Surgeon General A. H. Glennan inspected the station and condemned unserviceable property. J.M.H
1913	
Feb.	P.A. Surg. Holt attended to duties of Actg. Asst. Surg. Tuttle while latter was on leave.
Mar. 5	Sp. "Neotsfield" quarantined on day of sailing for Australia, on account small pox. Patient isolated in hospital. Crew vaccinated.
March 10	Sp. "Neotsfield" released after disinfection & successful vaccination of crew. Patient & one attendant detained at station.
April 15	P.A. Surg. Holt received telegraphic orders to San Francisco to proceed "immediately", leaving Actg. Asst. Surg. Tuttle in temporary charge pending arrival of successor.
April 17	P.A. Surg. Holt departed for San Francisco. J.M. Holt P.A. Surg.

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43 **1912-13** April 15	A.A. Surg. Jay Tuttle, by telegraphic order, assumed temporary charge of Quarantine Station. J.T.
Apr. 17.	Inspected and vaccinated entire personnel of ship St. Nicholas, outward bound for Alaska, with crews and supplies for salmon packing. J.T.
Apr. 18.	Inspected and vaccinated personnel of Bk W.B. Fling and Ship St. Francis. J.T.
Apr. 19.	Inspected and vaccinated personnel of Bk. Levi G. Burgess. J.T.
Apr. 19.	Authority to advertise for sulphur and coal granted by Department. J.T.
Apr. 22	Inspected and vaccinated personnel of Steamer North Star. J.T.
Apr. 22	Supplemental requisition for stationery to cover period until end of fiscal year forwarded in response to instructions from Department. J.T.
Apr. 24	Report made on the value of government land in custody at this station, $8,000.00 estimated. J.T.
Apr. 26	Inspected and vaccinated personnel of Str. Akutan. J.T.

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44 **1912-13** Apr. 26.	Bids solicited for coal and sulphur. J.T.
Apr. 28.	Inspected and vaccinated personnel of Str. North King. J.T.
May 1.	Estimate for miscellaneous supplies forwarded to Department for fiscal year 1914. J.T
May 8.	Proposals of George W. Sanborn for coal $85.00 and Coffin-Redington Co., sulphur $400.00 forwarded. J.T.
May 8.	Danish Steamship “Sithonia” referred here for fumigation. J.T.
May 15.	Estimate of supplies returned for advertisement. J.T.
May 15.	SS. “Kina” referred to this port, from Port Townsend, for fumigation. J.T.
May 20	Report made to Department on the heating apparatus at quarantine station. J.T.
May 22.	Telegraphic authority requested to solicit bids for supplies and services for the fiscal year 1914. J.T.
May 22.	Advertisement made for bids on steamer and miscellaneous supplies. J.T.
May 23.	Received accepted proposals of

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45 **1912-13**	
	Coffin-Redington Co. for sulphur $400, and George W. Sanborn & Son coal $85. J.T.
May 23	Bureau authority received to solicit bids for annual supplies and services 1914. J.T.
May 28	Bureau authorization to lend quarantine hospital to health officer for small-pox patient, at his expense, received by telegram. J.T.
May 29	Bids solicited for fuel, telephone service at station, office, & steamer, fuel and offices for 1914. J.T.
May 29	Copies of payrolls of Commanding Officer, his commutation, and the payroll of attendants for February 1913, forwarded at their request from Department. J.T.
May 31	Bids solicited for wharfage and water for 1914. J.T.
June 2	Bids opened for steamer and miscellaneous supplies. J.T.
June 3	SS "Nann Smith" reported for small-pox and fumigated at Coos Bay, released and ordered to report at San Francisco quarantine. J.T.
June 3	Proposals for miscellaneous supplies 1914 forwarded to Department re- J.T.

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46 **1912-13**	
	commending acceptance of Ross Higgins & Co - total amount $655.99. J.T.
June 7-	Letter of A.A. Surg. Bartle, North Bend, explanatory of necessity for inspection of SS Breakwater and Adaline Smith received and forwarded to the Bureau. J.T. Proposals of John E. Haggblom for furnishing launch "Hulda" for use of Medical Officer at this station at monthly rental of $175.00 forwarded to Bureau with recommendation of acceptance. J.T.
June 28-13	Arrived at this station in compliance with bureau orders took charge relieving Acting Assistant Surgeon J. Tuttle. H.G.E. [Assistant Surgeon Harvey G. Ebert]
July 18-13.	Forwarded property receipt and list of exceptions. Recommended moving fire pump at station. H.G. E.
Aug 9-13.	Have inspected station weekly up to date, find that buildings are in fair condition, and kept clean, fire apparatus in good condition. The pump and hose were tested in my presence; water can be had quickly and with good pressure. Chemical extinguishers are in good shape. Hereafter will be tested in rotation, one each month. H.G. E.
Aug 20.	Weekly inspections show station in good condition and attendants attentive to work. Nothing of note. Dr. Tuttle left on leave the 18th and I have relieved him by bureau telegram. H.G.E.

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47 **1913** Oct. 14.	Condition of station remains good. Bart Lynch signed on as acting laundryman Oct. 4. Jens Lervick on leave to end of month. Bureau has approved moving fire pump. Work going on nicely with storage reservoir, walls finished and work about to be begun on bottom. Station has been inspected weekly or oftener. Wrote letter to Bureau today making plea for more land and for detention quarters. H.G.E.
Nov. 18.	Inspected station and fire apparatus, everything O.K. Work on concrete reservoir complete and reservoir full of water. Work begun on pipes to and from new pump. Reservoir seems entirely satisfactory in all respects. H.G.E.
Nov 24	Tested pump of new water system and found in good working order. Pipe laid to site of new tank. Pump handles a good stream to this height without effort. Have now completed about all work on this system that is advisable till next spring, when tank should be set up and connected. H.G.E.
Dec 13.	Inspected station, new laundry heater installed and reported entirely satisfactory, looks well. Work on new location for fire pump well under way. Estoos reports leak in one of boiler tubes not large as yet, thinks he can get along until next year when repairs to stacks are to be made. Work of grading about reservoir and fence around the same going on. H.G. E.
Jan 10-14	Fire pump bolted down in new location and ready to connect to main line. Will take some time before all line connections are made and considerable rearrangement of pipes to be most effective but everything fine so far. H.G.E.
Jan 31-14	Fire pump connected to shoreline and one hydrant on dock and in working order. Tested same. Some vibration of structure when pump running slow. Very little when speeded up. Pipe line to other hydrants on dock yet to be connected up. Everything satisfactory. H.G. E.
March 7	Fire pump connected with dock hydrants, completing fire system. Tested out same today and all worked satisfactorily, station now has complete fire protection. H.G. E.

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48 **1914** March 12	Assistant Surgeon General A.H. Glennan arrived to inspect station. Went over in A.M. Inspected station, condemned unserviceable property. Criticized severely general appearance of station, due to old building in course of destruction and presence of old buildings used as blacksmith shop and unserviceable property store room, driftwood on beach etc. He recognized need of suitable detention buildings (barracks), shop and store room, need of increase in station force and some method of recurring control of water supply. H.G.E.
April 4	Subsequent to inspection of Assistant Surgeon A.H Glennan Mr. B.C. Adams visited the station with a view of selecting a site for a cabin passenger barracks to cost about $15000, he experienced considerable difficulty in settling on a site for a building of this size and finally seemed of the opinion that it should be placed on mud sills & posts on the site of the old cannery dock. I believe this an expensive procedure, the dock will cost nearly $5000 to construct leaving not enough for building. The old residence under destruction for a long time has finally been torn down, only the brick foundation work remaining standing. Everything in fair shape, place litered as yet with old lumber from building. Will have workshop started soon. The new tank has been in place some time, pump handles water to this height easily, tank filled and kept so. H.G. E.
May 30-14	Carpenter & blacksmith shop well under way. Old doors to disinfecting building have been replaced by new ones made on station. Cribbing of piling under fire pump finished, and has lessened vibration of structure from running of pump greatly. Everything in good shape. H.G. E.
June 20-14	Tested out all disinfecting machinery at station and found all in first class working order. H.G. E.

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49 **1914-1915** July 7-14	Turned over service to Dr. Tuttle while on leave. H.G. E.
Aug 7-14	Returned from leave and assumed charge, everything in satisfactory condition. H.G.E.
Aug 15-14	Assumed charge of Dr. Tuttle's work he going on month's leave today. H.G. E.
Oct 24-14	Weekly inspections made since above entry. General condition of station satisfactory and work progressing satisfactorily; the two old shacks on grounds have been torn down, and flume from reservoir with drain have been completed and seems to be a good piece of work. H.G.E.
Dec 26-14	Housing in of new tank well under way, everything about station satisfactory, ground on site of old residence has been cleaned up and filled. In. H.G. E.
Jan 18-15	Pumped up both boilers at station to 140 lbs, one leaked badly at upper ends of tubes, all tubes are probably weak and should be renewed. This boiler has never been retubed. Housing of tank completed. H.G. E.
Jan 23-15	Had a boiler maker examine boilers with a view of making a bid on necessary repairs. The following repairs are necessary. New tubes throughout for one boiler, new stack and breeching for one boiler, new umbrellas and cape both boilers, new grate bars for both boilers, new dampers in both stacks. H.G. E.
March 27	Senior Surgeon Carmichael accompanied by two representatives of the Supervising Architect's Office have just completed an inspection of the station. What recommendations will be made I do not know. The general impression they left was that the station is poorly equipped and inefficient, considering its expense to run. H.G.E.
March 30	Referring to repairs to boilers as noted under date of Jan 23, all this work has been completed and inspected, appears satisfactory in all respects. H.G. E. Work of filling in creek has been started and is progressing more rapidly than I had expected. H.G. E.

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50 **1915** April 28-15	The Concord arrived this morning at about 9:30 in tow of the tug Daring. I went over and had the vessel tied up alongside the dock awaiting the arrival of Captain Dunwoody of the Coast Guard Service who has charge of mooring the vessel. In the afternoon took Capt Dunwoody over and he looked things over deciding to put the vessel inside the two dolphins west of wharf, bow down stream with two anchors out and tie vessel to wharf by stern, and to dolphins alongside. H.G. E.
April 29	Vessel was moored as above this morning, lacking lines enough, borrowed from Capt. J.E. Haggblom. Vessel seems secure, have not had time to look vessel over carefully but from what I have seen do not like the prospect at all. H.G. E.
May 14	Lines borrowed from Captain Haggblom were replaced by wire cable today. H.G. E.
June 30	The Surgeon General made an informal inspection of the station yesterday afternoon. H.G. E.
July 15	In accordance with Bureau orders of July 7-15 am leaving this station in charge of A.A. Surg. J. Tuttle while absent in compliance with above orders. H.G. E.
Aug 23,15	Returned to station yesterday and assumed charge. H.G. E.
Sept 2-15	Dr. Tuttle on leave today for thirty days, assumed charge of relief for him in his absence. H.G. E.
Sept 27-15	Have this day received commission as Surgeon. H.G. E.
Nov 6-15	New tank connected by wood pipe line with stream at site of old trough and working in every way satisfactorily, use of old tank has been discontinued. H.G. E.
Jan 24-16	Saturday, 22nd, Concord broke loose doing some slight damage to dock and piling, telephone out of order, and word received here about 6.00 P.M. Yesterday afternoon went to station and tied up Concord temporarily. Wired for authority employ men in work of remooring vessel. H. G. E.

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51 **1916** Jan 24/16	Authority granted for 6 men temporarily at $3.00 per day, if necessary and proposals for dolphins authorized by wire.
Aug 19-16	Leave station in charge of A.A. Surg. J. Tuttle on one month's leave of absence. H.G. E.
August 26, 1916	[Typewritten section on letterhead of Dr. Jay Tuttle, 477 Commercial St., Astoria Oregon.] Made reconnaissance with pocket compass and measuring tape to ascertain the extent of land necessary to purchase to include the springs which are the source of the water supply at the station; determined that it would require an extension East of the present line approximately 500 feet and North from the present North line 734 feet with the East line of the tract 1050 feet, the water front not being desired; area of this tract approximately 12.05 acres. [Handwritten note: To enter after period from Jan to Aug is written]
Sep 20	Returned to station from leave, assuming charge. H.G. E.
Nov 12	Admitted case scarlet fever to quarantine for city. City to bear expense. H.G.E.
Nov 23	Wrote letter to Dr. Vernon regarding clipping from Budget and stated I would disapprove use of station for local cases hereafter. H.G. E.
Dec 11	Scarlet fever patient discharged. H.G. E.
Dec 30	Discontinued work on test well, at a depth of 100 ft. This drill shows as nearly as we can estimate, six feet surface soil, 24 ft. clay and remainder a shale growing harder as depth increases. There was no water bearing stratum encountered. Believe this shale overlies a sandstone without water between. No chance for either a dug or driven well, and a bored well must be very deep. H.G. E.
Dec 6	Visited and inspected Quarantine Station & condemned serviceable property. G.M Magruder Senior Surgeon Director 6th District

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52 **1917** Jan 25-1917	Removed case of varioloid [i.e., smallpox] from steamer Northern Pacific to Station. Disinfection etc. of vessel. H.G. E.
March 10-17	J.S. Sloane patient above referred to released from quarantine. H.G. E.
May 28-17	Nothing of unusual interest or importance since above. H.G.E.
June 11-17	A.A. Surg. J. Tuttle has been affected with vertigo of obscure origin for the past week or ten days, today has gone to Portland to consult specialists, the possibility of its being due to inner ear disease being in mind, have assumed charge of his office in his absence. H.G. E.
June 14-17	A.A. Surg J. Tuttle returned last night able to attend to office. H.G. E.
Oct 4-17	Received telegraphic orders report Senior Surgeon Pierce Little Rock, Ark. Extra cantonment zone sanitation, turn station over to A.S. Surg. Tuttle. Will leave Oct 8th H.G. E.
Oct 8-17	Leave under above orders having turned station over to A.A. Surg. Tuttle. H.G. E.
Oct 8-1917	Assumed charge of station this date. Inspected the Gimmi Maru & passed same. J.T.
[No date]	[Typed insert] Ln reply to wire of inquiry as to probable date cargo would be discharged, Captain Swanson stated that he had reported to the A.A. Surgeon in charge at Portland, and that he would be discharged about the 5th or 6t^{h} December; Asked by wire 7th if vessel would be ready for fumigation 9th of December and receiving no reply letter was addressed to the Medical Officer in charge at Portland asking him to report to me the present status of the Motor Schooner, and directing him if fumigation was done under his supervision to make a certificate to that effect and instruct the Master to deliver it to me before sailing; December 24th the new Master of the vessel, Captain Thompson, delivered to me a certificate of the fumigation of the vessel at Portland on the 14th of December and in exchange for it he was given my certificate of such fumigation as Quarantine Officer. Papers in relation hereto are filed in letter book. [this section is referring to the American Motor Schooner Astoria in a November 26 entry on page 53 of this log]

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53 **1917** Nov 26	Am Motor Schooner Astoria from Port Pirie, Australia via Honolulu arrived at this port with no quarantine flag flying. Captain reported at office of Quarantine Officer presenting Bill of Health from Port Pirie and Port Sanitary Statement from Chief Quarantine Officer of Hawaiian Islands stating that the schooner had not complied with required rat guard precautions while at dock at Honolulu & recommending fumigation on arrival. The Captain stated that he failed to have one of his lines rat guarded. Vessel was loaded with cargo of copra and hardwood lumber. Permission was given to proceed to Portland to discharge cargo and ordered to comply strictly with rat guard precautions and to maintain constant watch at gang ways, and report to this office the time when cargo would be discharged and to wait for fumigation.
Nov 30	In regard to above wired Master of Astoria (motor schn) for information as to discharge of cargo, fumigation, & date of clearance.
Dec 1st	In reply to wire as to probable date cargo would be discharged, Capt.

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54 **1917**	
	Swanton stated that he had reported to the A.A. Surgeon in Charge at Portland and that he would be discharged about the 5th or 6th of December.
Dec 7.	Asked by wire if vessel would be ready for fumigation the 9th of Dec. and receiving no reply letter was addressed to the Medical Officer in Charge at Portland asking him to report to me the present status of Motor Schooner, and directing him if fumigation was done under his supervision to make certificate to that effect and instruct Master to deliver it to me before sailing.
Dec 24	The new master of the vessel Capt Thompson delivered to me a certificate of the fumigation of the vessel at Portland on 14th of December and in exchange for it he was given my certificate of such fumigation as Quarantine Officer. Papers in relation hereto are on file in current Miscellaneous Letter Book.

[NOTE: According to an article in the Oregonian newspaper (October 2, 1921. P.6), there was a halt to foreign shipping into the Columbia River during World War I and its aftermath, which may account for at least some of the lack of entries in the log between December 24, 1917 and December 12, 1921. Since there was little need for inspection and quarantine services during this time, considerable money and effort was employed in maintaining (and presumably upgrading) the quarantine station.]

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55 **1921** Dec 12	Arrived in Astoria 5:10 p.m. yesterday and assumed charge of station today. H.M Manning.
" 13	Boarded two steamers with A.A. Surgeon J. Tuttle and have been going over work of station with him.
" 15	Inspected Quarantine Station across river with Dr. Tuttle.
" 21	A.A. Surgeon Jay Tuttle celebrated his 80th birthday. He received the congratulations & best wishes of his friends.
" 25	Am M.S. Suma, O.A. Janson Master arrived at about 5 p.m. with the dead body of 3rd. Asst. Eng. Richard Isackson - age about 35. Utica cal (?) Vessel from San Francisco sailed Dec. 22 - about 11 p.m., while on watch in engine room Isackson fell over and he had a very profuse hemorrhage from his lungs. Taken to room and he was found dead at about 5 a.m. Dec. 25-21-. Inspection of body revealed evidence of extensive hemorrhage from mouth & nose. He has a kyphosis no doubt due to Potts disease-. Inspection of body revealed no ecchymosis or enlarged lymph glands – body in rigor mortis—skin pale. Cause of death Pulm T.B., T.B. spine, hemorrhage from lungs.
" 30	Jap SS Brazil Maru arrived evening of Dec 28 with a fireman with fever & an eruption also [non-decipherable] with hemiphlegia which followed what was evidently a cerebral hemorrhage about 5 day previously. Ship fumigated and patient seen next day in consultation with Dr. Tuttle. Decided it was varioloid. Ship sent to station. Patient isolated. Crew bathed effects & quarters disinfected.
" 31	All of crew vaccinated - Name of patient Yozo Sumita—19 Japan—Fireman.

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56	
1922	
Jan 4	Received telegram from Bureau authorizing release of all of crew of Jap. SS Brazil Maru that had satisfactory vaccination scars. All on board inspected and ship released. Patient with small pox and nurse T. Sato held one crew with no marked scars held (T. Tomiguchi) and also one that has about 3 or 4 sl. suspicious eruptions on arm held_ (Ryasaku Ishikiriya and sailor. City health officer of Portland notified of release of vessel.
Jan 5	SS Brazil Maru left station this morning.
6	Visited quarantine station. Patient quite clear of eruption. All well.
7	About 11 am called to Jap SS Kinkasau Maru to see injured member of crew. Rt. Arm caught in winch. No breaks or dislocations found - Quite extensive abrasion of skin of arm from rope and bruise over left eye from falling. Left on ship but advised Capt. to have Dr. see in Portland.
Jan 14	Visited station - Released 4 Japanese from quarantine altho being held on station pending the return of SS Brazil Maru to Astoria. Body of patient with small pox completely cleared.
Jan 20	The patient from SS Brazil Maru who had recovered from small pox returned to ship - Also 3 contacts - Ship on her way out from Portland.
Jan 25	Spent afternoon at station checking property.
Feb 8	Accepted storage space from Port of Astoria 500 sq. ft. as had to move from building (Old Emergency Hospital) on grounds of Astoria Iron Works.

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57 [1922] Feb 25	Visited station. Everything in good order.
March 11	Visited and inspected station. All in good order. Fire bell installed.
March 30	P.A. Surgeon N.E. Wayson at Portland reported by telegraph of the occurrence of a case of small pox on the Str. Undine running between Portland and Astoria. Str. Undine visited with Dr. Vernon City Health Officer and 28 of crew vaccinated. One not vaccinated as protected by previous attack of small pox. 29 all told in crew.
April 21	Went to Portland with Capt. Haggblom yesterday at 1:30 PM to fumigate Am SS ___ Keats. Returned today at 4 pm. AA Surgeon Jay Tuttle relieved me during absence.
April 29	Visited station. Everything in good order.
May 5	Boarded Jap SS Raykuyo Maru from S America via San Francisco to examine alien passengers for immigration. 3 aliens ex. & passed.
" 6	Visited station and everything in good order.
May 17	Jap SS Anyo Maru arrived from Hong Kong, Manila, Shanghai, Kobe, Yokohama, Honolulu & Hilo - 5 cases measles on board. Health Officer of Portland notified by long distance telephone.
May 22	Attendant John Burris sent to Rainier to supervise fumigation Nor SS Neils Nelsen.

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58 **1922** June 24	Visited station and everything in good order.
July 15	Mary Fossett clerk resigned effective today.
"17	Miss Verde S. Lamb put on temporary duty as clerk vice. Miss Fossett pending the certification of eligibles when an examination is held. The launch Donald Curie taken out of the water onto Pier #2 Port of Astoria to be repaired by Mr. J McCann.
" 21	Relieved A.A. Surg Jay Tuttle at Relief Station while on leave as directed by Bureau telegram July 17.
Aug 1st.	Miss Myrtle A Trogen put on probational appointment as clerk vice. Miss Verta S. Lamb. Temporary.
Aug 5	Visited station and everything in good order.
Aug 10	As A. A. Surg Jay Tuttle has returned - I turned Relief Station #204 over to his charge.
Aug 26	Visited station and everything in good order
Sept 16	Visited station an everything in good order
" 30	Visited station and everything in good order.
Oct 13	The Bar tug brought to Astoria Joseph Hill 41 - British. A.B. from the Br SS Eastern Prince bound from Vancouver B.C. to San Francisco. Hill on Oct 12 at about 4 p.m. fell down a hold - At first apparently not seriously injured but after several hours started to have convulsions. He died just as tug got to Astoria. Body turned over to coroner.
Oct 14	Visited station and everything in good order. A.A. Surgeon Tuttle returned from Roseburg Oregon after 3 days absence.

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59 **1922** Oct 19	Mr. L.T. Shipley of the Supervising Architects Office visited station with Mr. Lilech who has the contract to repair the wharf. Announcements were made to inspect the lumber by Mr. Shipley and for Mr. Lilech to begin work. Mr. Shipley returned to Salem Oregon where he is at present stationed.
Nov 9	Mr. L T. Shipley, Superintendent of Construction arrived in Astoria and he was taken over to the Quarantine Station to supervise the repairing of the wharf. He expects to remain at the station until repairs completed.
Nov 18	Inspected station - in good order. Repairs of wharf making good progress.
" 22	Mr. Shipley received authority to obtain bids from contractor to renew fender piles of wharf of ____ and dolphins.
" 24	Mr. Wm A Newman of Sup. Architect's office San Francisco visited station to inspect repairs to wharf and need of further work.
Dec 2	Visited station. Good progress being made on repairs to wharf –
" 4	Visited station in regards new bids for fender piles - etc.
" 6	Station inspected by Senior Surgeon G.M. Magueder. He arrived Dec 4th 11 a.m. and left today at 1:18 pm. H.H.M.

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60 **1922** Dec 8	This morning between 2 & 3 am a fire started on Commercial St. bet 11th & 12th Sts. This fire spread rapidly and destroyed the whole business section of Astoria. About 4:30 am I arrived at the service office in the Astoria National Bank and as this building was being threatened I took valuables out of safe and removed records & _____. These were taken to the residence of Surgeon H.M. Manning 227 Commercial St. About 5:30 am the bldg of Astoria National Bank was in flames - thus destroying everything in the service office. All furniture & office equipment less except the above removed to Surg. Manning's home where temporary office for service established. Letter to Bureau reporting effects of fire. The Office of A.A. Surgeon Jay Tuttle completely destroyed with all records of Relief Station 204. Dr. Tuttle barely escaping with his life.
Dec 9	Temporary office opened at my residence 227 Commercial St. until suitable office can be obtained. Finally moved to Spexarth in 1922.
Dec. 16	Visited station- Good progress on repairs to wharf.
Dec 18	Mr. R.J. Norine Immigration Officer kindly offered the use of his office and I have moved to it in the Spexarth Bldg temporarily.
[Late] Dec	Received Bureau orders to relieve A.A. Surgeon [Jay Tuttle]in charge of Relief Station #204 when [he] retires Dec. 31, 1922. H.M.M [*Corner of page folded back when copied, hiding some text*.]

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61	
1922	
Dec 31	A.A. Surgeon Jay Tuttle retired today under the Civil Service retirement law. He is 81 years of age and in good health and he served over 30 years and he has an enviable record as an efficient officer. Surgeon H.M. Manning releases him from duty in charge of relief station #204.
1923	
Jan 1	The service rented offices in the Building of the Port of Astoria Pier 1 to begin today.
" 4	Finished moving to new offices from the office of the Immigration Officer in the Spexarth Bldg. Mr. Norine deserves our thanks for giving us the use of his office after the fire.
Jan 15	Work started on the overhauling of the machinery of the launch Wightman by Columbia Iron & Welding Works.
Jan 27	Mr. Shipley, Sup. of Construction left the station to go to Port Townsend to look after a representative of the Sup. Architect's office at Marine Hospital there who has been taken sick.
Jan 28	Relief Station # 204 inspected by Senior Surgeon (R) J.A. Hall. He inspected the office and also St. Mary's Hospital.
Jan 30	Turned over to Asst. Surgeon Graff of USCGC Algonquin 20 tube vaccine virus and 10 tubes triple typhoid vaccine.

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62 **1923** Feb. 17th	Visited station this afternoon - Work on wharf well on towards completion. Mr. Shipley Sup of Construction estimates all work on wharf will be completed in two weeks. All in good order.
Feb. 24	All work on wharf finished and contractor and employees left station this morning. Mr. Shipley Supt of Construction also left station to go to Port Townsend. Expects to return for inspection of work. Renewing of wharf with cutting off of piles and new superstructure cost $8500. New fender piles $2360 Total $10,860. Inspected work this afternoon and apparently satisfactorily done.
March 17	Visited station. Everything in good order. Station looks very well. Work on electric lighting system almost completed.
March 24	Visited station. Everything in good order. Electric light plant installed and in running order.
April 9	The electric light dynamo after running a short time failed to work. Communicated with the Kobler Co. Seattle and they sent a representative who overhauled the plant & sent for new parts. The plant was put in running order yesterday.
April 14	Inspected station and everything in good order. Electric light plant operating satisfactorily.
May 1	Launch Wightman launched & repairs by the Wilson Shipbuilding Co completed.
" 7	Launch Wightman taken to Quarantine Station to have some further repair made by station force. Station in good order.

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63 **1923** May 19	Visited station. All in good order. Painting of "Concord" started. Repairs by Estoos to Wightman completed and brought to Astoria to be painted and other minor repairs completed.
June 9	Visited station. All in good order. Painting and overhauling of the "Concord" making good progress.
June 19	Office visited by Asst. Sanitary Engineer L.D. Mars USPHS. He was in Astoria investigation the water supply of vessels. He was suffering from hay fever. Medical relief given.
July 5	Visited station and everything in good order. Progress made in painting "Concord."
July 31	US Eng. Tug Muendal went to Quarantine Station for fumigation at request of US Eng. Officer Portland.
Aug 3	Word received in Astoria last evening of the death of President Harding at San Francisco. All flags ordered at half-mast. Telegram received from Bureau notifying the station of the above.
Aug 9	Orders received from the Bureau via District Officer that tomorrow is to be observed as a holiday as it is the day of President Harding's funeral. Flag also ordered to half staff until Sept 3 – 1923. Tomorrow Surgeon H.M. Manning goes on 30 days leave of absence. Expects to motor to Palo Alto Cal. Dr. R.J. Pilkington temporary Acting Asst. Surgeon is left in charge of station.
Sept 10	Returned to duty yesterday after 30 days leave of absence granted by Bureau. Relieved Dr. R.J. Pilkington Temper A.A. Surgeon in charge during

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64 **1923**	
	my absence.
Oct 30	Mr. Mantell representing Kohler Co. visited station yesterday and today to put electric generator in working order as covered by his company's guarantee.
Nov 1	Received telegram from Bureau appointing Drs. Pilkington and Neuler as attending Specialists.
December 14	Dr. Jay Tuttle who was for over 30 years an Acting Assistant Surgeon in this Service until retired Dec. 31, 1922, died this morning of broncho-pneumonia after a very short illness. Dr. Tuttle would have been 82 years old in a few days. He was in charge of Relief Station until his retirement and at various times he was placed in charge of the Columbia River Quarantine. Dr. Tuttle was greatly respected and beloved by all who knew him as a gentleman, physician and medical officer. The Station flags ordered at half-mast until after the funeral.
Dec 15	Visited station. In good order. Winton generator installed but not yet wired.
Dec 17	Funeral of former A.A. Surgeon Jay Tuttle held at 7 am at Episcopal Church and body then taken to Portland for cremation.
Dec 22	Inspected station and everything in good order.
Dec 25	Radio station called up and stated ship off coast (name not known) and wanted advise for one of crew that had sore arm from neosalvarsan injection. Advice given and sent to ship.

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65 **1924** Jan 5	Visited station and everything in good order
" 12	Visited station all in good order
Feb 2.	While launch crew was fumigating Nor SS Dicto this morning Michael Utti deckhand of the quarantine launch Donald Currie fell from the between deck to the hold of hatch No. 2. He has a collies fracture of the right forearm and possibly fractured ribs on right side. Awaiting result of X-ray. Sent to St. Mary's Hospital.
Feb 24	The Br SS Benarou arrived last night from Yokohama and other oriental ports with two cases of small pox on board. A seaman John Dale was taken sick just before leaving Yokohama. The rash appeared about one day from Yokohama (3 weeks ago). The Captain promptly isolated him in a room. The 1st mate David Anderson had a headache and one week before arriving here a rash was noticed and the Captain isolated him here in his cabin. Ship sent to the Quarantine Station. All on board vaccinated today. Sick put in hospital.
Feb 25	Completed fumigating holds, crew quarters and rooms of sick fumigated. Formaldehyde. Clothing and bedding of crew sterilized. All bathed. All crew except officers put on "Concord".
" 26	Wired Bureau recommending release of all who showed immune reaction on vaccination.
" 27	Ship released with 20 crew and passenger who showed immune reaction as authorized by Bureau telegram. Twenty crew and two patients held at station.
March 3	Twenty crew detained and two patients from Br SS Benarou released.

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66 [1924] March 8	The Am SS Eastern Knight arrived from Osaka and Yokohama with one of the crew just recovering from small pox. The master had him isolated in the ship's hospital for the voyage of 19 days in the ship hospital room. This man V. Martinez was taken sick in Yokohama and he was examined by several physicians who pronounced it chicken pox. Subsequent course of illness shows that to be an error. Ship sent to station. All except one engineer with boils on forearm vaccinated. Effects & quarters disinfected and all hands bathed.
" 10	Ship released with master, 10 mates and two engineers. All the rest held for further observation.
" 14	Nineteen (19) crew and one stowaway released from quarantine. All showed vaccination takes or vaccinoid.
" 16	Estoos reported that during the night two stowaways George Hemmett and Robert Putnam deserted from the quarantine station. The sheriff of Clatsop Co. and Chief of Police notified. Trains watched. Sheriff of Pacific Co. Washington notified. Telephoned US Commissioner.
" 17	One of crew (Masterson) released as vaccination successful.
" 22	Seven of crew two consular passengers and one stowaway released as 14 day detention completed.
May 8	Senior Surgeon G.M. Magruder arrived at this station to make inspection. Today he visited St. Mary's Hospital and the Quarantine Station at Knappton. He was then taken to Meglar, Wash. to the train for Ilwaco, Wash.

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67 **1924** June 9	Launch Donald Currie lifted out and blocked up on Pier II to be overhauled and painted.
July 1	Offices moved from the Port of Astoria to the Spexarth Bldg Rooms 408-9. 8th & Commercial Sts.
July 10	Launch Donald Currie put back in water after completion of painting and overhauling.
Aug 7	Leaving on one month's leave of absence. Dr. R.J. Pilkington left in charge. H.M Manning, Surgeon
Sept 8	Returned from 1 mo leave of absence releaving A.A. Surgeon R.J. Pilkington in temporary charge during my absence. HMM.
" 13	Visited station and everything in good order.
" 16	Mr. Jenner of the Sup. Architect's Office visited station regarding wiring of "Concord" and building a kitchen for the hospital.
" 22	Station visited by Mr. Roberts of Sup. Architect's Office in regards to repair to wharf of wood ship.
Nov 11-24	The Japanese SS Rakuyo Maru arrived from San Francisco with an infant 1 yrs old (Makoto Kikuchi) with a mild case of small pox. Eruption slight in amount - desquamation not quite complete. This ship left Cal or Peru Oct 16 when patient boarded ship. Case discovered at quarantine inspection San Pedro Cal Nov 3. Ship sent to S.F. Patient and contacts removed to Angel Island. All vaccinated at S Pedro. Patient put on ship and isolated in hospital when she sailed from S.F. Nov 8th. Patient removed to hospital along with 5 other members of same family—2 serve as attendants.

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68	
1924	
Nov 17	The above patient from Jap. SS Rakuyo Maru recovered. Bathed and effects disinfected. Patient and contacts returned to ship last night when she came down from Portland.
Dec 6	Visited station. All in good order. New range installed galley of "Concord". New heating stoves installed.
1925	
Jan 31	Visited station. All in good order. Progress made in preparation for wiring "Concord".
April 4	Visited station. All in good order. Progress made In wiring "Concord".
April 10	Office visited by Mr. Roberts of Supervising Architect's Office in regards of repairs needed at Station.
April 18	Visited station. Took up question of building of new kitchen bldg. with station engineer by the station face.
June 6-25	Visited & inspected Relief & quarantine stations. G.M. Magruder. Senior Surgeon.
June 30	Surgeon H.W. Wickes arrived today to relieve me. H.M. Manning Surgeon.
1925	
July 3	Surgeon H.M. Manning left this morning for Vineyard Haven Mass.
" 11	Visited station
July 25	Surgeon H.W. Wickes left on month's leave granted by Bureau letter of May 25 & amended by Bureau letter of July 13/25.

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69	
1925	
July 25	Dr. R.J. Pilkington nominated Temp A.A. Surgeon to perform station duties during absence of Surg Wickes.
Aug 16	Michael Utti deck hand Launch died suddenly at his home during my leave of absence. HWW
Aug 25	Surgeon Wickes returned from leave and assumed duties.
Sept 6	Visited station. All in good order.
Oct. 1	W. Redmond nominated as stenographer typist to succeed Miss M Trogan who resigned to take up other duties.
Oct 10	Visited station all in good order. Fire drill.
" 17	Kohler electric plant sent to Seattle for repairs.
Nov 14	Visited station. All in good order.
Dec 12	Visited station. All in good order.
Dec 16	Surgeon Wickes on 7 days leave effective Dec. 17/25. R. R.J. Pilkington nominated A.A. Surgeon (Part Time) at a compensation of $1020 per annum.
Dec. 23	Surgeon Wickes rejoined station from leave.
1926	
Jan 21	Offices transferred from 409 Spexarth Building to 317 same building by Dept approval of Jan 6/26
Jan 30	Visited station all in good order

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70 **1926** Feb 20	Visited station. All in good order
March 13	Visited station. All in good order
Mar 23	Visited station and vaccinated all employees. Also rest of force on boat & in office.
Apr 24	Visited station. All in good order.
Apr 5	Columbia River Packing Association crew of cannery for Alaska. Examined for commun diseases & vaccinated 134 men.
May 7	CRPA 2nd crew examined for com diseases and vaccinated. 128 passed. 1 rejected for chancroid. Contract for kitchen bldg. quarantine station awarded to Thos Orwig.
May 8	Surgeon F.H. McKeon inspected station and condemned unserviceable property.
May 13	Visited station. In good order.
June 17	Launch Donald Currie hauled out on dock for repairs. Launch Wightman put in commission.
June 22	Thos. Orwig contractor started noon on new kitchen at station. Visited station.
June 23	Visited station all in good order.

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71	
1926	
July 10	Visited station. All in good order. New kitchen about half completed. Contractor doing satisfactory work.
July 13	Repairs and painting of Launch Donald Curry completed. Launch put back in water.
July 16	Dr. Wickes operated for acute gang. appendicitis. Dr. Pilkington in charge.
July 20	Dr. Wickes died at St. Mary's Hosp. Paralytic ileus. Bureau instructed Dr. Pilkington to assume charge.
September 10	Reported for duty. M. K. Gwyn Surgeon
1928	
April 26	Surgeon Lunsford D. Fricks visited and inspected the station.
April 24	Miss Nola Mae Parker appointed clerk vice. Harry Doty resigned.
June 28	Instructed by Dr. Gwyn to assume charge of Relief Station # 204 and to attend to quarantine inspections for Columbia River Ports - exclusive of Portland. All quarantine matters to be under overhead supervision of Dr. Gwyn. R.J. Pilkington A.A. Surgeon
1929	
Jul 9	SG Dr. Hugh Cummings and Asst CG Thos Parran Jr. visited
Feb 1929	New office assistant Anna M Washer.
1930	
July 1st	Beginning of fiscal year ending June 30th 1931.
July 4	Dr. Fricks arrived by noon train. Dr. Fricks accompanied by Dr. Pilkington visited quarantine station

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72 **1930**	
	in the afternoon per "Donald Currie". While there an inspection of the station was made and condemned property was destroyed. Upon return to Astoria a visit was made by automobile to Tongue Point, inspecting the end of the point. A trip was also made to Hammonds, inspecting the site then with a view to a possible future establishment of quarantine station.
July 14	Kasher Maru arrived - inspected in stream near Knappton - Fumigated at Muke June 24. Plenty evidence of rats. Re-fumigated with cyanide July 15th. Allowed to proceed to Knappton with all rat guards. Light House tender "Rose" was fumigated on July 5th and "Manzanita" on 14th.
July 15	Annual reports forwarded Bureau today.
August 25th	Letter from Bureau by way of Dr. L.D. Fricks appoints Dr. Hyde, Specialist in Urology and to act as relief man when "Officer in Charge" is away. Sworn and taken oath today. Appointment effective today.
November 18	Dr. Pilkington went away on leave today; Dr. Hyde will be temp. A.A. in charge during Dr. Pilkington's absence.
December 17	Dr. Pilkington reported back to duty today. Dr. Hyde will resume his duties as Consultant in Urology.
December 23	A man from the American S.S. "Kentuckian"

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73 **1931**	
	came to office with a cut finger accompanied by his Captain and the Agent. Dr. Pilkington was just beginning to operate on Deford Freshour, C.G. off of the "Redwing" when he was notified of this sailor, and he gave word to have him wait ½ hour, but the Captain of the vessel said he would rather have it done immediately and the sailor was taken to Dr. Allen's office and the Captain paid for the services.
January 3	"California", Am SS Remanded from San Francisco for fumigation. Fumigated with Zyklon B today. 56 tons of copra yet on board. First Remanded to Portland and then re-remanded to Astoria. Letter written to Dr. Fricks regarding same.
January 8	Belgian SS "Bolivier" from Antwerp inspected and passed.
January 9th	Upon going to the "Donald Currie" on the morning of January 9th, 1931 Captain Haggblom found about 6 inches of water on the engine room floor. A pump was installed, pumped and beached. An examination was made of the hull and it was found that the cement packing between the garboard streakes [sic] and the keel had dropped out, allowing a considerable leak and the calking is all gone. Temporary repairs were made by the launch crew.
January 13	A letter written today to the Surgeon General asking authority to re-caulk "Donald Currie" and also for raising her to the dock.

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74 **1931** January 22	Received telegram on January 22nd to solicit competitive proposals and accept lowest to remove "Donald Currie" from water and to accomplish caulking. Total estimated cost 50.00. Bids were solicited and awarded to Wilson Boat Yards and Port of Astoria. Bids were received from the following: For Recaulking—Wilson Boat Yard and Astoria Marine & Construction Company and for launching or hoisting from Port Docks.
January 29th	After having completed the repairs the launch was lowered into the river on the morning of January 29th and a large hole was detected in the planking, necessitating immediate lifting again. I requested Commander Hemingway to make a survey. He found a large amount of planking and ribs affected with dry rot, also deck stanchions and covering. With Commander Hemingway's help a telegram was sent to the Bureau requesting immediate repairs and authority to use the Arrow Barge Co.'s launch when the patrol boats, which C Hemingway so kindly offered, were not available.
Jan 30th	Received telegram from Bureau as follows. "Restated Currie have Station personnel remove sufficient interior sheating to permit complete hull examination stop. Request Commander Hemingway survey Currie out of water and determine necessary repairs stop Authorized prepare specifications and solicit proposals covering necessary repairs forwarding air mail bids Bureau acceptance." Carmelia.

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75 [1931] Jan 30th	Telegram also received authorizing Arrow Tug Barge when CG Patrols not available. Letter written Surgeon General regarding "Don. Currie" attached to Commander Hemingway's Report.
Feb. 3rd	Specifications made and sent out to the following: Wilson Boat Yards, Astoria Marine & Construction Co. and the Columbia Boat Yard. Bids opened on Feb 5th. Lowest bidder Astoria Marine & Construction Co. Forwarded by air mail on February 5th, 1931.
Feb. 11th	Bureau authorization by telegram to accept proposal of Astoria Marine & Construction Co. Total cost of repairs not to exceed $800.00.
Feb. 12th	"Donald Currie" taken out to the Astoria Marine & Construction Co. and work commenced. Canvas covering (patches) over hole in hull.
Feb. 14	Letter received from Bureau stating that designation of Anna Kuzmanich changed from attendant to Junior Clerk at $1260 per annum effective March 1st, 1931.
February 20th	Work on "Donald Currie" suspended temporarily as Commander Hemingway finds a great deal more work than original estimates provided. Received letter from Bureau authorizing purchase and installation of ventilators. Captain Hemingway is having re-survey. He is also preparing new specifications for more extensive work including the purchase & installation of ventilators. Bureau notified by telegram of above circumstances.

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76 [1931] Feb 20, 1931 Feb 25, 1931	Bids mailed to three concerns: Columbia Boat Yards, Wilson Boat Yards and Astoria Marine and Construction Co. Only two bids received (Wilson's & Astoria M & C Co. Awards made to Astoria Marine & Construction Co. as they are the lowest bidder $972.00 and the Wilson's Boat Yard in the am't of 1044.20.
Feb 27, 1931	Captain Hemingway submits additional report which was today forwarded to the Bureau with bids, Abstract of agreement and letter of transmittal.
March 9th, 1931	Received letter from Bureau, accepting bid of Astoria Marine & Construction Company in amount of $972.00 plus unit items, total estimated cost $1100.00, for labor and materials necessary to repair launch "Donald Currie". Successful bidder notified immediately.
March 10th	Work commenced on "Donald Currie" again.
March 1	Dutch SS "Patal" arrived from Belavian. Inspected and remanded to Portland for fumigation on account of cargo.
March 5th	Japanese SS "Shinafa Maru" arrived. Inspected and passed.
March 14	American SS "Oregon" arrived from Shanghai. Inspected and fumigated on 15th
March 15	Bureau letter received regarding Ole Estoos retirement. Matter taken up with Mr. Estoos. He desires to stay in service 2 years longer. Physical examination

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77 [1931] March 18th	Written to Bureau to retain Mr. Estoos at Station as Station Engineman. He seems to be physically qualified to perform his duties.
March 15	Japanese SS "Somodono Maru" inspected and passed. From Yokohama.
March 16	"Yashu Maru" Jap. SS from Nanking. Inspected and fumigated.
March 24	Dr. Fellows, Medical Officer in Charge of Quarantine was down from Portland for the day. He inspected the repairs of the "Donald Currie" out at the Astoria Marine and Construction Company yards. Captain Haggblom believes that the launch will be ready for use in about a week.
March 24	Batting for fire engine pump at Station received and will be taken to the Station with some other supplies just as soon as launch is ready.
April 13th	Launch lowered into the river and she appears to be in first class condition.
April 24	Drs. Fellows and Pilkington visit Quarantine Sta. All in order.
April 28, 1931	British MS "Silverbelle" inspected and fumigated. This vessel was fumigated by its crew at Belenan. She is thoroughly rat proof and no rats have been found in her since she was built. Captain of this vessel claims that when he enters New York that fumigation has never been required.

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78 **1931** April 25th	Dr. Fellows down from Portland again for the day. He went to the quarantine Station on Launch "Donald Currie". Captain Haggblom makes this trip every Sat. morning and since Dr. Fellows happened to be down he thought he would accompany Captain. Dr. Pilkington went also.
June 14, 1931	British SS "Innismoon" arrived today. The vessel was fumigated on February 16 at Liverpool. Stopped at Euportia in the Black Sea for cargo of salt. Discharged salt at Vladivostock on day of arrival—May 9th. Left there on the 21st. Very cold weather ice and snow. No vermin present. Not even cockroaches. Telephoned to Dr. Fricks at Seattle asking instructions and was advised that he would not fumigate if at his Station. Free pratique given. Vladivostock not being considered an Oriental port.
July 6, 1931	Received copies of letters regarding proposed ferry landing place at Knappton from Surgeon General. Copy of letter sent to Dr. Fricks requesting him to look into the matter and if necessary to proceed to Astoria and investigate.
July 8, 1931	Dr. Fricks arrived. We went to the quarantine Station at Knappton to inspect the station and investigated the above matter.
July 10th	Sailor off "Redwing" (Frederick Seifried) broke out with German Measles. He was immediately taken to Quarantine Station at Knappton. The remaining crew were taken off the "Redwing" and each was examined and found O.K. The fumigation crew will fumigate the "Redwing" first with cyanide

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79 **1931**	
	and then with formalihyde.
August 10	Water supply situation taken up with Dr. Fricks and Dr. Anderson, A.A. Surgeon of South Bend, is asked to obtain more data regarding the land in the water shed at Knappton.
September23rd	Japanese SS "Yonan Maru" inspected and ordered for refumigation as rat indications were plentiful. This vessel had been fumigated at Miike on September 2nd 1931 with Sulphur. Forty-eight rats were recovered and Doctor Fricks notified to this effect.
October 22nd	Dr. Pilkington granted three day leave of absence to attend the Oregon State Medical Association meeting at Eugene. Dr. Hyde in temporary charge.
October 24th	Japanese SS "Taian Maru" inspected and passed by Dr. Hyde, temporary AA. Surgeon.
October 25th	Dr. Pilkington returned and assumed charge.
November 10th	Dr. Pilkington left today on the balance of his leave. Dr. Hyde is assuming charge today.
November 1st	"City of Victoria" arrived today. Inspected and passed.
" 8th	Danish MS "Nordfarer". Inspected and passed.
" 19th	Japanese SS "Junyo Maru". Inspected & passed.
" 14th	British MS Larchbank . Inspected & passed.
" 17th	Jap. "Junyo Maru" . Inspected & passed.
" 30th	Jap SS "Tatsaka" Inspected & passed.
" 2	Man off the "Columbia Lt Ship" died and Captain Haggblom fumigated death room.

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80 [1931] December 2nd	British SS "Sinnington Court" Inspected & passed.
" 4th	Dr. Pilkington returned to duty and will take charge today. Dr. Hyde is acting from today on as Consultant in Urology.
" 6th	British MS "Silveray" Inspected & passed.
" 18th	British SS "Tilsington Court" Inspected and passed.
" 22nd	Nor. M.S. "Danwood" Inspected and passed.
" 25th	Swedish MS. "Nulja" Inspected and passed.
" 28th	Br. SS "Wellington Court" Inspected and passed.
January 1932 1st	Am MS "Crown City" inspected and passed.
7th	Holland SS "Batal" Inspected and passed.
5th	Br. SS "Rossington Court" Inspected and passed.
January 15th	Captain Haggblom has been having some ear trouble for about six weeks. Dr. Spalding has been treating him and has advised a mastoid operation. Captain Haggblom wished to go to Portland before being operated on for consultation. He went to the U.S.P.H.S in Portland and consulted with the eye, ear, nose and throat specialist there. They prevailed upon him to stay over and Dr. Pilkington took advantage of the half day Saturday and Sunday in order to be with Captain. He was operated on Saturday 16th. The mastoid cells were full of puss. Commander Hemingway off the U.S. Coast Guard Cutter "Redwing" has offered one of his helmsmen when we need one for boarding ships to assist Alvin Corland, Junior Inspector on the "Donald Currie."

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81 **1932** January 18	Danish M.S. “Nordfarer” Inspected and passed. One man suffering with venereal disease.
“ 23	Nor MS “Brandanger” Inspected and passed.
“ 26	Br. SS “Castlemoon” Inspected and passed.
“ 30	Danish MS” Nordbo” Inspected and passed to Portland.
February 10	British MS “Silvermaple” Inspected and passed.
“ 12	Am. MS “West Honaker” Inspected and Remanded to Portland. Reported passed Ft. Stevens about 7:20 am. Went down to the 11th Street dock and boarded the “Donald Currie” and waited for her to come. About 9:00 AM she had not shown up so we went up on the hill to see what information we could get. We found that she had anchored in the quarantine Beacon in the Old quarantine ground of many years ago. Vessel was inspected and found rat free but evidence of very many cock roaches and as the Captain was going in for dry docking and would discharge his crew there and then would be idle for a number of days he requested a cyanide fumigation. Provisional pratique was given and telegram was sent to Portland. His last fumigation was in September 1931 in Vancouver, B.C.—no rats were recovered. Dominion Health Officer extended his fumigation period two or three days ago. There were seven deaths (smallpox) and quite a number of other cases of smallpox at Vancouver within the last few days.

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82 [1932] February 19'32	Vido Maru Inspected and passed.
" 28	"Iowa" Am SS Inspected and passed.
March 6	Nor. MS "Danwood" Inspected and fumigated.
March 14	Danish MS "Nordfarer" Inspected and passed.
April 1st	Nor MS "Nordhault" " " ".
"4th	Charles L. Harwood, Coastguardsman from "Redwing" broke out with measles. The weather is too stormy and he is too sick to be taken to the quarantine station. Also the expense of commissary supplies and private nurse would be much higher than the $4.00 offer per day of the St. Mary's Hospital for complete care. Telegraphed to the Bureau today for authority to put man in the hospital.
"5th	Authority received from Bureau to keep Harwood in hospital at $4.00 per day.
" 5th	Danish MS "Nordkap" Inspected and given provisional pratique to Portland.
" 13th	Danish MS" Nordles" Inspected and fumigated.
" 20th	Board of Medical Survey on Surfman Huston A. Grant. Recommending retirement. I acted alone on this case.
" 20th	In September Dr. Spalding attending Specialist Eye, Ear, Nose & throat—took a short leave to attend a P.G. Course and authority was asked to employ Dr. Klegen temporarily. Authority was received but Oath of Office was not completed. Letter received requesting oath of office to be fill in today

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[82b] **1932**	Western Union Telegram Received at 515 Commercial St Astoria, ORG Feb 12, 1932 8:20 AM PR1 9 Radio via RCA= MS West Honaker PR Portland ORG 12 810A Quarantine Station= Astoria (ORG)= Anchored off Smith Point Advise= Master. Western Union Telegram Received at 515 Commercial St Astoria, ORG. Feb 11, 1932 8:58 PM PR35 13 Radio Via RCA=SS West Honaker PR Portland ORG 11 Quarantine Station= Astoria (ORG)= Due Six Am FROM Durban via British Columbia Ports= Master Message phoned to Dr. L.W. Hyde 9:05 P

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83 **1933**	
	but no recommendation is being submitted for his discontinuance. So that his services may be acquired at any time.
April 22nd	British SS "Lagnician" Inspected and Passed.
" 24th	Am SS "Illinois" Inspected and Passed.
May 30	Dutch SS Batal Inspected and provisional pratique given.
" 31st	"Donald Currie" raised. Put on ways at Port Docks for several weeks during which time Captain Haggblom and Alvin Corland will paint.
" 31st	Ole Estoos, Captain Haggblom and A. Corland replaced 11 ft 6 in plank in hull.
June 10	"Donald Currie" was launched today.
" 20	Authority received to have new deck planking. Victor Smith notified of acceptance of his bid for renewal of planking. Commenced repairs today.
" 21st	Victor Smith completed renewal of planking total cost $18.00. Painting also completed by Station crew.
June 20th.	Anne Kuzmanich returned from 9 days leave granted June 8'32. Alvin Corland granted 26 days leave from date.
July 7th	Alvin Corland notified of new regulations regarding furlough plan. Leave without pay.
July 11	Alvin Corland returned to duty.
July 1 Mr. Estoos Retires	Ole Estoos notified of Bureau telegram received today regarding new law "No employee who has reached retirement age be continued on duty after June 30."
July 11	Submitted retirement papers today.

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84 **1932** August 17th	At 12:30 this morning I was called to the Am Str. "Arctic" to see a man, Elmer Sundas, who was reported as being very ill. The agent of the ship called an ambulance without my consent and when I arrived on the dock I saw the man walking to the ambulance and he didn't seem as sick as the report and he was able to sit in front with the ambulance driver. They assumed the ambulance bill. The man was taken to the hospital. He was suffering with acute intoxication.
August 18th	I was called again to the Alaskan Str. "Arctic" to see a messboy whom the captain said was insane. I found the boy to be very much out of balance, mentally, and talks at random. Captain was desirous to taking him home to San Francisco if possible. I advised that he be kept in his state room and be carefully watched until they arrived at San Francisco at which time he should be taken care of immediately upon arrival. As his folks are in San Francisco I thought this would be the best solution.
August 25	Japanese SS "Yajin Maru" Inspected and Passed.
August 25	British SS "Orangemoon" " " "
August 24th	US Lighthouse Tender "Rose" fumigated upon request.
Sept 21, 1932	Inspected station including Knappton quarantine. Condemned unserviceable property. Found conditions at quarantine fairly satisfactory. No fire protection at present but Bureau has been notified. Piling under gangway shows several piles which should be replaced. The water supply should be carefully looked into.

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85 [1932]	Everything at Relief Station was found satisfactory. New Federal Building at Astoria will probably be complete next summer at which time the offices will be installed there. L.D. Fricks Medical Director.
September 26th 1932	Captain Haggblom and rest of quarantine crew checked up on piling which need to be replaced on the roadway between the quarantine dock and the shore. Ten piling are broken and one-hundred-fifty more are rotten and may break at any time. Report was sent to Dr. Fricks to this affect with recommendation that a Government Architect should check up and make exact estimates.
Sept 28 '32	"Redwing" was fumigated today with Zyklon B upon request from Commander Hemingway.
32 October 24th	On Sunday night (Oct 23) L. Sassnett, Local Agent for Nor MS "Roseville" telephoned that agents in Portland for Sudden & Christenson called him that afternoon saying that the "Roseville" had been in San Pedro on the 21st of October for bunker oil and that the authorities there had sent her North for quarantine requirements. Also the Captain of the "Roseville" had radiographed that he must have his fumigation certificate extended. Vessel boarded at 6:25 am on the 24th. Found a provisional pratique from San Pedro Requirements: Fumigation. Crew had been inspected. Vessel had not. Vessel given thorough inspection. Strong evidence

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86 **1932**	
	of recent rat infestation found. In fact one rat was stepped on and killed by Captain Haggblom. Vessel ordered to the dock and Zyklon B fumigation commenced. Vessel was released at 3 P.M. and 42 rats were found. Unquestionably more were in the dunnage.
November 14th	Captain Haggblom and Alvin Corland took the galvanized pipe for fire engine pump to the quarantine station and will stay there for half a day. The station crew will replace the pipe and get the fire engine pump in working order again.
Oct. 17th	Dr. Walker is unable to work today due to his physical condition. He seems to be going blind. Letter written to Dr. Fricks and Surgeon General stating Dr. Walker's condition and recommending Dr. Vaughn as temporary dentist and Dr. Paul Walker as alternate.
Nov 14	Letter written to the Bureau that Dr. D. Walker has completely lost his eyesight and recommending that Dr. Vaughn be appointed permanently as Contract Dental Surgeon and Dr. Paul Walker as alternate.
Nov 27th	Dr. D Walker died today. Bureau advised.
Dec. 20th	Letter from Bureau authorizing Dr. Frank Vaughn as Contract Dentist and Dr. Paul Walker as alternate for Dr. Vaughan at any time he is unable to perform the duties required by the Medical Officer in Charge. Dr. Vaughan's approval effective Dec 1, 1932 Dr. Paul Walker's approval effective Dec 16, 1932
Dec 4th	While crossing the bar on the Str. San Clemente on the evening of Dec 3rd the Captain ordered all hands below decks due to

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87 [1932]	
	heavy bar. Albert Lonberg stayed on deck. He was caught by a big wave and carried the width of the vessel striking head on a big iron stanchion. The vessel was compelled to keep on going. Sent radio from lightship - said it was impossible to turn back due to heavy bar. I left Astoria about 10:00 p.m. evening of the 3rd on the C.G. Patrol #266. Picked up surf boat from the Pt. Adams Life Saving Station. When we got to the mouth of the river the first breaker forced the Patrol boat to return. Orders were from Commander Hemingway to transfer patient to the 266. Sea was running quite heavy and I considered this somewhat dangerous and unadvisable. The man was brought ashore by the P. Adams surf boat. The man had a severe lacerated wound of scalp and also one of the rt. Cheek. I immediately shaved, cleaned and sutured his scalp and also made a few sutures on his cheek. I completed the work on him by 6 o'clock in the morning.
1933 January	
	Dr. Pilkington went to Seattle on Jan 2 (New Year's Holiday) for the dedication of the New Marine Hospital where he met the Surgeon General and was Dr. Frick's guest. He returned on the evening of the 4th.
16th	Received radio message from U.S. Light ship # 88 regarding Iverson, a seaman who was suffering from tonsillitis, also severe headache and earache in which message Capt. Nielsen requested instructions just what to do him. I gave him instructions in return radio message via U.S. Naval Radio Sta.
16th	Received letter from Surgeon General that Dr. Frank Vaughan, Contract Dentist's appointment has been approved by the President.

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88 **1933** January 31	Received letter dated Jan 27'33 from Surgeon General today as follows: You are hereby designated as Assistant Quarantine Officer to function under the general supervision of Senior Surgeon Emil Krulish in connection with quarantine activities on the Columbia River — signed Surgeon General H.S. Cumming". Wrote letter to Dr. Krulish today informing him of receipt of letter and pledging my whole cooperation. R.J. Pilkington, A.A. Surgeon.
February 15	Letter received from Bureau regarding fair market value of office space occupied by U.S. Public Health Service. Letter received several weeks ago also regarding same matter and answered giving the number of feet occupied by this Service, and value per foot in accordance with the assessed valuation of the same building. The Bureau's letter dated February 9th stated that only $8.13 monthly rental could be allowed for this space and requested this office to go over figures again. Figures found to be the same and situation again explained to the Bureau that it was practically impossible to rent at 8.13 per mo. due to the fact that water, lights, gas, janitor service, etc. alone would amount to that much.
February 28	Following telegram received from Bureau "Maximum rental allowable under economy nineteen hundred thirty two approximately twelve dollars per month. If not acceptable to lessor vacate immediately" Mr. Spexarth of course would not accept $12.00 per month for office rent so Dr. Pilkington ordered the Station Crew to help him move immediately. The moving was completed soon after opening time on March 1, 1933 and the work

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89 **1933**	
	will be continued from Dr. Pilkington's office without any expense to the Government until the new Federal Building will be completed - which is expected to be about August 1933. Bureau notified of full particulars. Telephone change, moving expense, desks etc. to storage excepted.
March 20	Received letter from Bureau that my action was approved but instructed the notice to lessor should be in writing and not verbally an instructed this office to write a letter to lessor, dated March 1st, which was done and copy forwarded to Bureau.
March 28	US Light tender "Manzanita" fumigated today with Zyklon B. Captain Modun requested same on account of cockroaches prevalent.
April 13	Refumigation of "Manzanita".
" 21	Wireless came through C.G. Cutter "Redwing" from SS "Wawona" near Bering Sea that a man had had convulsions — Probabilities are that the man was recovering from a severe botch, and requesting medical advice. Prescribed enema, laxative when stomach got better. Also to give 30 grains Bromides of Soda or if the ship didn't have any of that to give Bromides of Potassium. I later learned that the Relief Station at Seattle had prescribed the same treatment. Messages were intercepted through other ships.
April 24	Letter written today to Bureau through Dr. Fricks regarding repairs and replacements at quarantine station. 1. Bridge between station and shore needs repairing at least 32 bents need replacing. 2. Chimney pipe for the laundry is rusted out. 3. Boiler smokestack in fumigating plant has worn

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90 [1933]	out. In fact the plumbing in the entire bathroom outfit is in bad condition as it was installed some 30 years ago. 4. Present water supply is piped from springs above the quarantine station in four inch wooden pipe. This pipe shows signs of decay in several places above the ground. To what extent it has decayed below the ground I do not know. The whole water supply system is in need of extra repairs which could be done by the station crew. However the Bureau is paying such an excessive price for this water that I believe it would be much cheaper to construct a new system from another source of supply with a larger water shed and it could be paid for out of what could be saved from rentals within a very few years. 5. The eave troughs on the hospital building are in bad condition also and need replacement. In view of the fact that so many repairs and replacements are necessary I recommend that an inspector or engineer be sent to go over the entire station so that more specific recommendations can be made to place it in good condition.
April 27	One of the men employed at Post Office was quarantined by the City Health Officers for scarlet fever and Health officers ordered stamps, coins, etc. which were in his care under lock and key. Today I got an order from Post Master to have articles fumigated at once before man returns to work. Alvin Corland was provided with formaldehyde Permanganate of Potash and fumigated articles successfully in a large cabinet desk.

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91 **1933** May 4	French war vessel, “Jeanne D. Arc” arrived today from Honolulu and I gave it a courtesy inspection. I instructed the Executive Officer to have rat guards put up.
April 28	C.W. Halderman requested me to fumigate the Post Office due to several cases of chicken pox among the employees of the Post Office. I had the Station Fumigators fumigate with Potasch of Permangenate and Formaldehyde. One of the Post Office employees died with chickenpox as did his sister. Letter written Bureau requesting instructions as to reimbursement for materials used or return of materials.
April 28	Sanitary Engineer A.L Dopmeyer was sent here to inspect the water system at Knappton, Washington. He was taken to the Station this afternoon and we gave him as much information as possible. He was informed about the excessive water rent and gave him several suggestions whereby the water rent could have been reduced. He said that he would study the matter out, get all the information he could and would make a report of the conditions to the Bureau sending me a copy of same.
May 16	Letter from Bureau signed by Surgeon General Cumming arrived today requesting me as follows: ”In view of the drastic curtailment in appropriations for the next fiscal year, you are advised that dental treatment to be performed by the Contract Dentist should not be authorized by you in excess of $25.00 per month. Any saving that can be accomplished by holding this class of treatment under that amount and

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92 **1933**	
	still care for the emergency emergency treatments that may arise, should be made. In this connection, it is suggested that a saving can be made by reducing the number of prophylaxes, as well as certain fillings.”
	C. Dentist Frank Vaughan was notified today.
May 15-33	U.S. Coast Guard Cutter “Redwing” went to sea today. She is going to the sound for target practice. etc.
May 17	Letter received from State S. Ship Company today requesting an extension of fumigation certificate of Am. SS General Sherman.
May 18	“Gen Sherman” arrived today from Orient. She was in San Francisco three days ago and was inspected and passed there. The last acceptable fumigation certificate was dated December 11-‘32 at Fort Monroe, Virginia. Inspection showed no indication of rats or cockroaches and an exemption certificate was given for 6 months.
June 3	Norwegian M.S. Nyhorn – Inspected and Passed.
“ 14	Am. S.S. “Golden Wall” – Inspected and Passed.
“ 14	Br. M.V. “Silvermaple” Provisional Pratique. Will discharge cargo at San Francisco.
June 19	Dr. R. J. Pilkington left today for a 10 ½ days accumulated furlough vacation. Bureau telegram dated June 16 states “ten and one half working days accumulated furlough granted. Effective nineteenth

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93 **1933**	
	June. Authorized place Hyde on duty. Signed Clark”
June 19	Received Bureau Circular dated June 15 regarding two days compulsory administrative furlough for each quarantine employee — without pay and not accumulative — two days per month for fiscal year 1934.
May 16	Received Bureau letter today regarding $25.00 appropriation for dental work per each month at this station and no more. Action necessary due to curtailment of funds.
June15	Commander Hemingway today reported to dental office requesting additional dental work which is not considered emergency and he has already had $3.00 worth of work done and demands $4.00 more, but as our appropriation of $25.00 is about expended it has been necessary to put his work off until later as $23.00 have already been expended. This leaves only $2.00 for balance of month during which time several emergencies may arise. He requested a letter which was written giving reason for refusal of additional treatment for month of June. He says he expects to take this matter up with his Bureau.
June 16	Bureau informal memorandum received today regarding $600.00 allotment per each quarter for fiscal year 1934. If station cannot operate within that amount it will be necessary to close. Letter written same day to Bureau saying that we will try to do our best to hold it down to $600.00 and explained the whole Relief situation.

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94 **1933** June 22	Received letter today to the effect that the bids for docking and undocking Launch "Donald Currie" for painting are accepted. Letter written to have launch docked Monday June 26.
June 30	"Donald Currie" undocked today (10:30 AM). It was docked on June 26th (Monday morning at 9 o'clock). While on dock the station crew (By Alvin Corland and Capt Haggblom) scraped and cleaned the bottom and applied one coat of copper paint. The hull above the water line was given two coats of white paint; the guards were painted; the super structure and bulwarks were painted white on outside and lead color on inside. Deck has been cleaned up, oiled and varnished.
July 13	Dutch M.V. "Salawali" Inspected and passed.
July 19	I met F.S. Helmsly, yeoman, from U.S.N. Destroyer "Aaron Ward # 132" with ambulance, as I received message that man was critically ill. Upon examination I found that it was immediately necessary to operate for appendicitis as he had a very acute case.
July 18	Patient is very ill.
" 19	Improving greatly.
July 24	Theodor Estoos is leaving today for 10 days adm. furlough leave. Will be back on morning of Aug 3rd.
August 2	Theodor reported to office today and will return to duty tomorrow.
" 2	Am S.S. "Golden River" Inspected and Passed.

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95 [1933] August 6	Japanese S.S. “Shunsho Maru” Inspected and Passed.
August 23	Anna M Kuzmanich gone on 7 ½ days annual leave beginning today.
“ 27	“John Bakke” Nor M.S. Inspected and Passed.
Aug 30	Mads H Dybuig 10 days furlough beginning today.
Sept 1st	Anna M Kuzmanich returned to duty this morning.
Sept 7-33	Jap. S.S. “Koyo Maru” Inspected and Passed today.
“ 8-33	Jap. S.S. “Iwatisan Maru” ” “ “ “.
August 21	U.S. Public Health Service Office moved into new quarters in new Post Office and Custom House Building.
Sept 14	Dutch MS “Kota Inten” Inspected and Passed.
September 27	Dr. Fricks, Medical Director, arrived after office hours and will inspect this station and quarantine station at Knappton tomorrow.
“ 28	Dr. Fricks condemned property in Astoria and Knappton today and evidently found everything satisfactory.
“ 29	Dr. Fricks left early this morning.
Sept 8-33	Japanese S.S. “Koyo Maru” Inspected and Passed.
Nov 29-33	Went to Quar. Sta — Donald Currie this morning to disconnect and bring over other lighting plant for overhauling by Cook & Foster. Also brought over some medical and surgical supplies - Much of it old and worthless.

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96 [1933] Nov 24-33	Ford truck delivered from Portland by Oscar Berg. Rt. Front fender and both rear fenders dented. Hole in body at rt. rear corner. Molding loose on body, left rear corner. Doors cannot be locked with keys given us. Receipt given. Car running well and engine apparently in good condition. Mileage recorded 11675 miles. File on "Donald Currie" received from Portland office. Note that no state license is required and U.S. license # 2068 has been assigned.
December 1	Japanese S.S. "Brazil Maru", British S.S. "Deleroy", Danish S.S. "Ninna" Inspected and Passed.
1	Received letter from Dr. Krulish re: vessels ordered (?) to remain in Astoria if arriving after 3 (2) A.M. Information received to this effect. Answered no truth.
December 6th	Bids were let on November 6th for repairs to roadway, etc. in the sum of $5,000.00. Bids were scheduled to be opened on December 6th. Ten bids were received and opened at 2:00 pm in the presence of three Government officials, R D Lamb, Collector of Customs In Charge; Howard P. Swetland, Inspector in Charge and C.W. Halderman, Post Master. Astoria Plumbing Company was the lowest bidder and Jonus Jorgenson was the next lowest. Bids were forwarded together with other papers on December 7th. $3966.00 + $3972.
December 16	Jap. S.S. "Tachibana Maru" and Jap SS"Junyo Maru" were inspected and Passed today.
December 15	"Brazil Maru" Japanese SS. Left Astoria about a week

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97 [1933]	
	ago and returned midnight with cargo shifted. It hasn't been to any port and was allowed to proceed to the dock. Dr. Pilkington visited vessel and found no illness.
December 17-33	British SS "Harbledown" Inspected and Passed. Dr. Pilkington boarded this vessel about sunrise during a 90 mile per hour gale. It was so stormy and rough that he couldn't get off. The "Donald Currie" tried 3 or 4 times during the day to get him but all to no avail. The vessel was bound for Longview, so about 7:30 pm the ship proceeded up the river with Doctor Pilkington still aboard. "Harbledown" arrived in Longview about 2:30 am and Doctor crossed the bridge7: am, had breakfast, caught the morning train and arrived at Astoria at noon the 18th.
Dec 4-	Ordered by Dr. Fricks to assume work incident to CWA in Astoria.
December 17	Severe storm damaged Station as follows: Bents destroyed, fence and part of walk and slip at dock all damaged. Bureau advised of above.
1934 January 3	Fred Williams, Construction Engineer at Longview instructed by Bureau to make inspection of damages at station, arrived today.
January 4	Two trips made to Station with Williams to see about additional repairs necessary. Mr. Williams left Astoria about 7:30 pm and will forward a report to the Bureau with a view of including the additional repairs in the original contract for general repairs to station.

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98 [1934] December 21	Received message from Columbia River Lightship that they had demented seaman on board and wished to be advised how to quiet him. Radioed back to give him 30 grains Bromides. Repeat after two hours if still wild. If not Bromides on board give Beronal 10 grains. If wild tie down until he cools down. Wayne Hanila is his name.
January 4	Shelving arrived for storeroom.
" 4	Bids opened for electrical repairs to "Donald Currie". Lowest bidder Dahlgreen McCartney & Snyder.
" 12	Fumigated tender "Rose" — used 9-1/2 lbs cyanide.
" 18	Dutch MS "Suparaea" Inspected and Passed.
" 21	British SS "Newton Ash" " " ".
" 24	British S.S. "Tribartha" " " ".
" 26th	Fumigated tender "Rose" used 11-1/4 lbs cyanide.
" 16th	Authority received that Dahlgreen, McCartney & Snyder bid is accepted in amount of $37.45 for repairs to light plant in "Donald Currie". Dahlgreen Mc & S. advised to commence work.
" 19th	When Dahlgreen M & S took plant apart they discovered that additional repairs in amt. of 40.00 would be necessary to put plant in good working condition. Bureau advised. D.M.& S. instructed to discontinue any work on plant until further word was received.
" 22	Bids were solicited for complete repairs to light plant and .M.& S. was informed that the contract with them was cancelled — as per instructions of Bureau telegram dated Jan 22-34.

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99 [1934] January 27th	Bids received for repairs to light plant — D.M.S. again the lowest bidders so instructed to commence work as per B.T. dated Jan 22 forwarding all bids received to Bureau with letter of acceptance and copy of Poster Circular letter.
February 2	U.S. tender "Manzanita" fumigated - 23 lbs cyanide used at .95 per lb.
" 12	Am. S.S. "Oregon" Inspected and Passed
" 15	Br. S.S. Markleigh Inspected and Passed.
" 16	Fumigation U.S.L.H. Tender "Manzanita" - 19 lbs cyanide.
" 15	"Additional Repairs to Quarantine Station" Received instructions from Bureau 2/14/34 to prepare a brief specification covering the additional work, providing for performance and completion of same in strict accordance with specification dated Oct. 10-1933 insofar as same is applicable otherwise specifying as definitely as possible just what is required in addition to the contract now in force. To carry out the above instructions it was necessary to have the Astoria Plumbing Company go to Station on Feb 14'34 via "Donald Currie," to make definite specifications. When the specifications were prepared a copy was submitted to the Astoria Plumbing Co. Their proposal for the additional work was $646.00 This proposal with my recommendation as to acceptance was transmitted to Bureau today (Feb 15). I consider this very reasonable as there has been some additional damage done since the Construction Engineer Williams report was transmitted to Bureau with estimate of $650.00.

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100 [1934] Feb 14-1934	Forms were received today for all bids and proposals for U.S. Relief Station. These bids will be prepared just as soon as possible.
February 12	Inspected and passed Am S.S. "Oregon"
February 15	" " " Br. S.S. "Markleigh"
February 22	" " " Japanese S.S. Shunsho Maru"
February 20	" " " Br. M.V, "Silverguava"
March 8	Word received by Astoria Plumbing Company to commence work at "Quarantine station".
" 9	Br. S.S. Langletain Inspected & passed.
" 4	Am S.S. "Margaret Dallax" Inspected & passed.
" 16	Telegram (copy) received from Doctor Fricks to Dr. Anderson at South Bend informing him that a vessel was expected with small pox on board and that this vessel should be advised to proceed to Astoria direct where quarantine facilities are available unless willing to have crew remain on board in quarantine at South Bend until the Doctor there is satisfied that crew can be released. Telegram sent to Cutter Laboratory for sixty tubes vaccine in case we will need same we can have a sufficient supply on hand. Dr. Krulish was telephoned today informing him of this vessel and asking him for general advice and for a reprint which a Bureau circular relating to smallpox immunity refers to.

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101 [1934]	
	Dr. Krulish gave me some information and he does not have reprint which I requested.
March 19	No word heard regarding above ship with smallpox case aboard as yet. Repairs at Station being held up pending further word from ship as I do not want the plumbing etc. to be torn up too much beyond immediate use in case I might have to handle the ship's crew and smallpox case. Dr. Anderson at South Bend called today as Contractor is anxious to continue with work. Dr. Anderson informed me that he has taken care of the vessel and smallpox case.
March 22	British MS "Cape Horn" Inspected and passed.
March 30	Inspection trip to Columbia River Quarantine Station to inspect work for miscellaneous repairs, etc. First part of work completed and material and workmanship first class. Contractor has found that slight changes to original contract would be advantageous to the government. Supervising Engineer Williams instructed to come down. Voucher in the amount of 581.40 which is 10% less than total amount.
April 2nd	Letter received from Mr. Williams to the effect that he could not come down without word from Washington. Telegram sent to Bureau requesting Williams to make inspection.
April 6th	T. Williams, Construction Engineer arrived at 12 O'clock. Went to quarantine station via "Donald Currie". We returned about 3:30 p.m. Mr. Williams

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102 [1934]	
	found the work satisfactory and he will be back as soon as the work is completed for a more thorough inspection.
April 27-34	Inspection trip to Qua. Sta. Road way and dock work finished. Crews left last night. Contractor has had trouble in securing new pipe for water main and is compelled to wait 10 to 14 days. Work well within time limits. R.J. P.
May 4th	Received this telegram from U.S. Naval Station: "For Doctor Pilkington. Public Health Service Point Adams Station Boat bringing three members of "Childars" crew to Astoria for medical attention. All three are seriously injured. Station Boat will arrive Pier three about four P.M. Ambulance needed. N.R. C.F 1415"
	I met men with ambulance and went immediately to Hospital. I found all men seriously injured.
May 7	Inspected & passed American SS Kentucky from Dawson.
May 11	" " " Br. "Eddington Court"
May 12	" " " Br. "Victoria City"
May 15	" " " Danish M.S. "Stjerneborg"
May 16th	Bureau and Construction Engineer Williams notified that work at Quarantine Station would be completed Friday 18th and that inspection on that date would be preferred. Telegram forwarded Bureau & Williams notified by letter.
May 18th	Work at Quarantine Station completed.

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103 [1934]	
May 18th	Physical examinations & smallpox vaccinations administered to Alaska Cannery workers. Sixty examinations and forty-three vaccinations. All of these men will sail aboard "Cannery Memnon" for Alaska on May 19th.
May 20th	Dr. R.J. Pilkington was subpoenaed to attend a mail fraud charge trial of Grand Jury at Seattle.
May 24th	Returned May 24th. Dr. Hyde in temporary charge during Dr. Pilkington's absence.
June 1st	Construction Engineer McCulley arrived this morning to inspect quarantine station. This will be the final inspection to the repairs at the Station. "Donald Currie" will take him over and bring him back.
June 2nd	Mr. McCulley wishes to return to Station to further inspect repairs. "Donald Currie" brought him to Station and came back to Astoria. Dr. Pilkington returned to Station via "Currie" to join Mr. McCulley. Launch returned to Astoria about 4:30 with Dr. Pilkington and Mr. McCulley. They seem to be satisfied with the repairs although there are a few leaking valves which will have to be tightened, etc.
June 2	B. SS "Monkleigh" I & P
" 6	Am S.S. "Illinois" Inspected and Passed.
June 8	Everleigh B. SS " " " .
" 11	Wellington Court B. S.S. " " " .
" 12	Am S.S. Pennsylvania " " " .

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104 [1934]	
June 11th '34	"Donald Currie" taken to ways of Marine and Construction Company and lifted up for Marine Survey as P.W. Clark, Naval Architect is expected to give "Currie" a Marine Survey.
June 12th	Naval Architect arrived today and gave the "Donald Currie" a good Survey.
June 13th	"Donald Currie" copper painted, etc. and launched.
June 20	Br. M.S. "Elmworth" Inspected and Passed.
" 20th	Am S.S. San Felipe " " " .
June 24	Japanese S.S. "Tachibana Maru" Inspected and Passed.
" 27th	Br. S.S. "Rassington Court" " " " .
" 27th	Br. S.S. "Hadleigh" " " " .
July 2	Am S.S. "San Julian" " " " .
July 7	All annual reports and property reports mailed today.
July 9	Am. S.S. "Peter Kerr" Inspected and remanded to Portland — strike conditions prevail. Crew will walk off ship if docked. Provisional fumigation at Portland. Dr. Krulish advised.
July 22	Japanese training ship "Tuisei Maru" given courtesy inspection.
July 30	Dr. Pilkington made a trip on launch "Donald Currie" to quarantine station to check over the property return and to inform Theodor Estoos that his time will expire on July 31st, 1934.

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105 **1934** August 3	Letter written Bureau today requesting instructions to new man for quarantine Station as no word has been received to date and it is absolutely necessary to have two men at Station.
Aug 13	British MS "Silver Belle" Inspected and Passed.
Aug 14	"Donald Currie" took Architect Anderson to Columbia River quarantine station, also Mr. Patterson. Mr. Anderson was sent here from Washington D.C. to make inspection for further repairs to the Station. Dr. Krulish arrived today and "Donald Currie" will bring him and Dr. Pilkington to Station this noon where they will join Mr. Anderson where they will discuss the improvement of the Station and have a regular conference. "Donald Currie" arrived at 4 o'clock today with entire party. Dr. Krulish left for Portland on 6 o'clock train.
Aug 20	Radiogram received from Coast Guard Cutter "Redwing" advising me that an injured man would be brought ashore via surf boat from the Nor. S.S. "California Express". Message said that patient had cut wrist and that he was bleeding profusely. First Aid was radioed from Marine Hospital Seattle. Surf Boat was to meet "California Express at 6:30 pm but due to a very bad fog nothing more was heard. Dr. Pilkington waited until 9:00 pm and then went home leaving instructions to call him

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96 [106] [1934] Aug 21, 1934	when surf boat arrived. Surf boat came in about midnight and patient taken to St. Mary's Hospital via ambulance. I gave him emergency last night. I found that he hadn't been bleeding as much as radio gram indicated. This morning I did a complete operation of tendon suturing. Two tendons in the wrist, the flexor sublimus digitorim were completely severed and widely separated.
August 31	Dagfin Helvick, Nor Seaman from "California Express" discharged in the morning (Sept 1) Page & Company, agents, of Portland sent me $10.00. Fare in the amount of $4.65 from Astoria to Seattle was to be purchased and the remainder was given to patient with instruction to rejoin ship at Seattle Washington. Evening Aug 31. Received word from Agents to hold man here until his ship enters river.
September 3	Japanese S.S. "Atlantic Maru" Inspected & Passed.
7	Am S.S. "Golden Star" " " ".
Sept 9	Dagfin Helvick sent to Portland at request of agts. of his ship. Joined his vessel there. Good result in tenoplasty.
Sept 9	Jap. S.S. "Meigen Maru" inspected and passed.
Sept 13	Dutch MS "Saparsea" Inspected and remanded to San Francisco for fumigation. Full cargo of sugar, copra, gunnies, etc. No evidence of rats but lots of copra bugs.

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97 [107] [1934] September 24	Plans and specifications received regarding reconstruction and repowering of "Donald Currie" but no letter of instruction received, so cannot do anything until receipt of same. Crew advised to keep close watch on pumping the launch.
25	Letter of Instruction regarding "Donald Currie" received today. Papers will be worked up today for advertising but will not be mailed until 27th, as Doctor Pilkington will confer with Dr. Krulish regarding this matter before mailing anything out.
25	Fumigation of tender "Manzanita"
26	Dr. Pilkington left today. Since he is spending the day on Government business his ten days leave will commence tomorrow (Sept 27).
27th	Poster & circular letter mailed today for reconstruction & repowering of "Donald Currie"
October 5th	Dr. Pilkington returned to duty today.
5th	Captain Haggblom & Alvin Corland going to Station Donald Currie to put boilers in condition for inspection, as Local Steamboat Inspectors have been instructed to make examination.
13	Fumigation of "Manzanita"
15	Inspection of Br. M.V. "Silverguava. Full cargo--slight

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98 [108] **1934**	
	discharge at Portland and from there will proceed to San Francisco for full discharge of cargo. Letter of Instructions given to Captain of vessel instructing him to report to Officer in Charge at San Francisco immediately upon arrival there. Letter to above effect written San Francisco and telegram sent to Portland.
October 15	L.E. Carlson, Inspector for Boilers, arrived at noon and was taken to the Station to make an inspection of the boilers, as per Bureau's request. He found the boilers in (fair) shape. Dr. Pilkington accompanied Mr. Carlson to Station to look over some other changes and repairs that may be necessary. Mr. Carlson recommended some repairs to boilers.
17	Dr. Pilkington made trip to Hammond & Flavel with Judge Boyington & County Commissioners to view land for new location of quarantine grounds.
21	Inspected and passed Am S.S. "Golden Hind"
22	Bids opened at 11:00 AM today. Erickson & Klepp successful bidders. Astoria Marine & Construction only other bidder. Bids opened in presence of Wygant, Custom House, Howard Swetland, Immigration Inspector and Hans Bue, Asst. Post Master. Before forwarding these on we were instructed to wait until Dr. Krulish arrives.
November 1st	Br. S.S. Somersby Inspected and Passed.

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99 [109] **1934** October 24	Dr. Krulish arrived and he wanted to inspect the quarantine Sta. at Knappton but the river was too rough to make the trip. While here he conferred with Dr. Pilkington on matters pertaining to bids for repowering and reconstruction of "Donald Currie", also regarding the contemplated new site for quarantine Station. Dr. Pilkington drove Dr. Krulish to the new site and Dr. Krulish was greatly impressed. Returned to Portland same evening. Entire matter reported to Bureau Sta. letter Oct 26 '34.
November 1st	Dr. Kratz, Medical Officer In Charge Portland, and successor to Dr. Krulish visited Station today. He was taken to quarantine Station at Knappton during the morning where Dr. Pilkington pointed out to him the repairs necessary if quarantine Station is to be maintained, also the work necessary for construction of detention facilities in Warehouse #2. During the afternoon Dr. Pilkington drove Dr. Kratz to contemplated new site for quarantine Station. Dr. Kratz seemed very much impressed. See Sta letter dated Nov 2nd for full information regarding Dr. Kratz's visit.
Nov 11	Br. S.S. "Givington Court" Inspected & Passed
" 7	Greek S.S. Mount Olympus" Inspected & P.
" 15	Am. S.S. "Kentucky" Inspected & Passed
" 25	Br. S.S. "Benlairers" " " "
" 26	Br. S.S. " Rassington Court" " " "
" 26	Telegram from Carmelia (Quarantine Division) received today as follows: "Bureau records show March appointed temporary month

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100 [110] **1934**	
	of September Vice Estoos accordingly cannot understand your statement only Dybrig on Duty. Forward further information".
	Letter written today to Bureau, stating that Letter of Nomination had been forwarded to Bureau through Civil Service Commission Manager at Seattle and that no approval was received so man was not put on, but that he will be on duty morning of Dec. 1, 1934.
December 1st	"Donald Currie" made trip to Station, brought L.R. March over as "Temporary Employee" –he understands that the result of the Civil Service Examination for "Mechanic Laborer" may cause him to be supplanted.
Dec. 3rd	"Giddington Court" Inspected & Passed.
" 5th	Br. S.S. "Induna" Inspected & Passed.
" 7th	Br. S.S. "Sinnington Court" " " "
" 10th	Dr. Pilkington went to Station to examine the old Warehouse Building which the Procurement Division has instructed to be torn down. Letter to Surgeon General today recommended that demolition of building be postponed until Spring.
30th	British S.S. "Masunda" Inspected & Passed.
Jan 2nd	L.R. Marsh, on temporary duty as Gen Mech. Was replaced by Charles Bearman, who will be the permanently as of noon today.

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101 [111] [1935] Jan 7	"Catherine Radcliffe," Br. S.S. Inspected & Fumigated
" 7	"Tilsington Court" Br. S.S. Inspected & passed.
" 14	I was notified this morning that the Japanese S.S. "Kohnan [sic] Maru" [Konan Maru] would be here sometime this morning. Later I was notified that it would not be in until 5 p.m. Weather prognostications are that there will be a strong East wind approaching blizzard proportions during the night. Our experience has been that this brings sleet and a glary, icy pavement—the so called Silver thaw. This makes any kind of footing and especially boarding a vessel an extremely dangerous proposition. The vessel arrived at 7:30 and I boarded her. One man aboard very badly injured — Captain was very anxious to have me see him. The weather conditions then were such that we could not take the man ashore, but I advised him to see a doctor at Westport as soon as possible. The vessel was O.K. so gave a free pratique. Dr. Kratz advised.
Jan 25	Swedish SS "Tolken" Pt. Bernie to Longview anchored at 10 P.M. Jan 24. Inspected and passed this morning.
Jan 30	Invitation to Bid Posted in Lobby of P.O. today for Miscellaneous Repairs and painting of buildings at Columbia River Quarantine Station. Letters of Invitation to Bid also sent to a number of firms (List of Contractors acquired from Chamber of Commerce.) Bids will be opened on February 26, 1935 at 2:00 P.M.

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102 [112] **1935** Feb. 1st	Br. S.S. "Quarrington Court" Inspected & passed.
Feb. 5	Br. SS " Loch Ranza" " " ".
Feb. 4	Tender "Rose" Fumigated upon request.
Feb. 7	Inspection trip made to quarantine Station to inspect the water tower building which was reported by Bearman to be in bad condition. Upon inspection I find that the foundation beam in the water tower building has already rotted out and that there is danger of the tower collapsing or tipping. Also, I found that almost the entire foundation piling under the pump house has rotted clear through and there is danger of the pump house collapsing. Specifications which are to be opened Feb 26 call for planking of the 3 exposed sides of pump house to hold off drift wood. Present piling will not hold this planking and even if they could it would be very inconsistent to plank off rotted piling. Letter written to Bureau today suggesting that these two items be contracted for with the successful bidder for the miscellaneous repairs & painting.
Feb 14	Br. M.S. "Silverguava" Inspected & passed.
Feb 18	Am. S.S. "Stanley Dollar": Inspected & passed. Before boarding pilot informed me that there were several badly injured men aboard so I went out prepared. I found that there had been a bad storm at sea on Feb 6th

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103 [113] **1935**	
	One man, Cheng Ah Sun, Chinese, had a very bad injury. He was in great pain and put aboard "Donald Currie" on stretcher. Ambulance awaited at dock & man taken to hospital. X-ray revealed extensive compound comminuted fracture of lt. patella with a lot of infection. I also examined the Bosn who was injured on same date. His lt. side was ecchymoic from axilla to illiac crest, but he was able to be around so I let him go on.
Feb 18	Herman Kern, C.G. Cutter "Onondaga" has been in hospital for appendectomy, and was discharged today. The Onondaga has a new schedule. In port 10 days and cruising 10 days. Commander Patch advised that in the event a patient is discharged from the hospital at the time the ship is out, that the patients must be instructed to report to Pt. Adams Base Sta for subsistence. Upon discharging patient the Base Station was advised and the Officer In Charge informed me that they could only supply quarters. The patient says he would rather stay in hospital at his own expense.
Feb 19	Fumigation of "Rose" Inspection trip to "Quarantine Station" to inspect the plumbing repairs that were completed on this date. With aid of entire Station personnel the inspection of the work shows that excellent workmanship has been performed & that the contract has been completed satisfactorily.

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104 [114] [1935] Feb 26	Ford Battery received & installed today in truck.
26	Bids were opened today for miscellaneous repairs & painting to Station. Sixteen Sets of specifications were sent out and only 5 sets of Bids were received. Geo. Anderson is the lowest bidder in the amount of $1220.00. This does not include the painting of the fences as they are in quite a dilapidated condition & covered with blackberry bushes, and a lot of the fencing has been blown down.
27th	Dr. Kratz arrived about 3:00 o'clock to convene on a Board regarding "change of quarantine Station." Dr. Fricks & Dr. Spencer arrived about 6:30 p.m. That evening conferred with Judge Boyington regarding site for new quarantine Station as Judge was to be absent the next day. Dr. Fricks, Dr. Spencer, Dr. Kratz & myself made a trip to Hammond accompanied by Mike Cosovick, Asst. County Assessor. He pointed out the different points of interest. Upon arriving in office the three visiting doctors conferred about the site and approved highly on the change. They wired the Bureau their approval with certain recommendations as to the railroad spur running along the water front. Also wired that detailed report follows. The Doctors left Astoria on the afternoon of February 28th RJP

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105 [115] [1935] Feb 20	Received word from Dr. Fricks, Med. Director, that he had been transferred to Honolulu and to send no more reports to him. RJP
Feb 22	Holiday today and I drove to Seattle to confer on various matters with Dr. Fricks and to bid him good bye. Returned next day (Saturday) and charged myself with ½ day leave. Dr. Hyde relieving. RJP
Feb 27-8	Board - Dr. Fricks Med. Dir., Surgeon Spencer & P.A.S. Kratz here to inspect quarantine Sta. site near Hammond.
March 13	Upon arrival of the C.G.S.S. "Onondaga" Coastguardsman Shaw was taken to St. Mary's Hospital suffering with ~~measles~~ chickenpox. Will be hospitalized for several weeks.
March 17th & 18th	Called to "Onondaga" where I found Proceso E. Morano, M.Att. 10 in an excited mental condition. On March 18th he was very much worse and had attempted suicide. I telephoned Dr. Weldon, Med. Officer In Charge of Morningside Hospital at Portland, asking if he could take care of the man. He said to send him to Portland. The Pharmacist Mate and one guard took the patient to Portland & left him at the hospital. Letter written to Surgeon General requesting that my action be approved.
March 21	Diagnosis on above man received this morning. Suffering from manic-depressive psychosis, depressed phase.
March 23	Went to Portland today to confer with Dr. Kratz relative to repairs and replacements at Knappton Quar. Sta. Dr. Hyde relieving. R.J.P.

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106 [116] [1935] March 24 1935	Telephone message from Pt. Adams C.G. Station. Wreck (total) of gas troller "Arline". One man, Becker, drowned and body not recovered. Other man, Mock, came ashore through heavy surf. In bruised and helpless condition suffering from exposure and shock. Had him transferred to St. Mary's Hospital. Back and legs contused.
April 11	Supplemental Bids for repairs & Painting to Columbia River Quarantine Station opened today at 10:00 AM today, George Anderson, Lowest Bidder $1220.
" 11	British M.V. "Silvermaple" Inspected and remanded today to San Francisco.
" 15	"Manzanita" fumigated today with zyklon
" 16	Japanese S.S. "Tampei" Inspected & Passed.
" 17	" S.S. "Lavington Court " " "
" 26	Swedish M.S. "Aurora" Inspected & Passed.
" 26	Phar. Mate of U.S. Navy Destroyer "Bidell" brought Seaman Smith to my office for X-ray. Sent to St. Mary Hospital and written report made detect -no fracture.
" 27th	Called at St Mary Hospital and asked to see X-ray. Discovered cracked fracture of lt. tibia about one inch long. Practically no displacement. Took the negative & rushed to the dock where the "Bidell" was moored, but Bidell was just pulling out — just in time to hand negative to boat, no chance however to deliver message. So I went aboard

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107 [117] [1935]	
	the U.S. Navy Destroyer "Sandpiper" and had them radio the "Bidell" explaining the above facts.
May 1st	Captain Haggblom & Alvin Corland are disconnecting parts of the "Donald Currie" in Preparation to the Reconstruction & repowering of the "Currie".
May 2	"Donald Currie" is ready to be taken over by Contractor.
2nd	Contractor commences work on "Currie".
May 2	Inspection & fumigation of Br. S.S. "Tymeric"
May 3	Engine was raised from the "Currie" and is now stored in Bureau space at the Port Docks.
" 6	"King Frederick," Br. S.S. Inspected & Passed.
" 11	Danish .S. "Lundly" – Inspected & Passed
" 13	British S.S. "Rio Dorado" Inspected & Passed
" 13	Danish M.V. "Siam" " " "
" 17	Br. S.S. "Red Sea"
May 10	Inspection of "Donald Currie" which is at ship yards undergoing repairs.
" 14	Inspection of "Donald Currie"
May 15	Inspection of crew of "Memnon" - Alaska Cannery ship. Also inspection and vaccinations (12) of Filipino cannery workers (41)

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108 [118] [1935] May 28 ’35	Dr. Pilkington and Captain Haggblom inspected “Donald Currie” at the shipyard. Work progressing but extensive additional repairs are necessary. Contractor instructed to make list of additional repairs immediately so that same may be forwarded to Washington.
“ 29 ‘35	“Sinnington Court” Inspected & Passed.
June 1-35	Nor M.S. “Sangstad” Inspected & Passed.
June 6-35	Capt Haggblom visited Ast. Marine Con. Co.
13	Dr. Pilkington & Capt Haggblom visited shipyard, very little work being done. Mr. Dyer Mgr. states he believes new F.M. engine now in Seattle. Word rec’d by Mr. Dyer that no extras would be allowed.
14	Dr. P & Capt H. again went to shipyard taking copy of contract and showed Mr. Dyer that he was losing time and should proceed with work as per contract and not wait for further authorization from Bureau.
19	Dr. P & Corland went to shipyard. 3 men working on boat. Contractor more agreeable to doing some extra work. Warned about finishing date.
25	Capt H. & Dr. P. went to shipyard
30	Br. S.S. “Brighteton” Inspected & Passed.
	Sailor from Rio Dorado confined to jail by Immigration. Capt Thomas called at 10 P.M. if I had objection to transfer to hosp. Man (he claimed) was pale & sick from____ morning. Man _____ [rest of sentence illegible at bottom of page]

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109 [119] **1935** July 1	Swedish S.S. “Skagern” in at 4:10 a.m. Boarded & inspected. Checked immigration.
5	Visited shipyard.
“ 8	Am. S.S. “Bellingham” inspected and remanded to Seattle or Tacoma. Holds full of cargo. Slight evidence of rats, but holds not thoroughly inspected due to cargo.
10	Capt. Haggblom visited Ast. Marine Con. Co.
11	Dr. P. and Capt H. made inspection of work on “Donald Currie” at plant of A.M.C.Co. A great amount of rotten plank is being taken from hull and replaced with new timbers. Work going on very slowly.
“ 15	Dr. Pilkington together with Captain Haggblom inspected “Donald Currie” this morning and Mr. Dyer informed them that several more ribs need replacement. Dr. Pilkington informed him that there was nothing for him to do as the contract was carried on directly between him and the Bureau. Work is progressing very rapidly. Contractor again warned about the time element.
“ 15	Dutch M.S. “Bengalen” Inspected & Passed.
“ 22	Captain Haggblom & Alvin Corland went to ship yard to examine “Donald Currie”. – They measured extra planking put into the vessel.
“ 23	Dr. Pilkington & Captain Haggblom went to ship yard to inspect “Donald Currie”.

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110 [120] [1935]	
	vessel was lowered into the water today and the engine will be installed.
July 26	Dr. Pilkington & Captain Haggblom made visit to "Donald Currie" again. He reports that the contractor is putting in the tanks today. Iron bark sheathing finished. Calking finished. Cement being put in over caulking. Two workmen on engine. Vessel up on ways again.
July 25	Dr. Vaughan submitted his resignation as Contract Dentist for U.S.P.H.S. Reason for resignation due to continued ill health. Dr. L.R. Andrews, D.M.D. nominated as Contract Dentist by Dr. Pilkington, waiting approval from Washington. Dr. Paul Walker recommended to remain as alternate.
July 29	Captain Haggblom and Alvin Corland working on "Currie" today, scraping woodwork and getting ready to paint.
August 12	Br. S.S. Silvermaple Inspected and Passed.
Aug 12	Dr. P. & Capt H. or both out the shipyard daily. Capt H & Alvin Corland doing much paint removing.
14	Donald Currie launched
14	"Wisconsin" inspected & given provisional pratique. Fumigate on discharge of copra at Portland.
15	Dr. P. Capt. H & Alvin Corland at shipyard.

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111 [121] **1935** Aug 15	Three hour and then four hour engine test made at shipyard. Launch Donald Currie.
16	Donald Currie had 4 hr. engine test last night. Brought to Port Dock today. At 1:45 started on trial trip. Capt. Haggblom, Alvin Corland, Capt. Larsan (old river pilot), myself, Mr. Davidson_____ and _____ representing Fairbanks Morse engine and _____ representing Ast. Marine Con. Co. Went up stream to above Brookfield with tide back on high water slack and slight ebb making 12.4. Went down to "off shore" from proposed new station site. Back & through draw to Youngs River, where 5 round trips were made on a measured course at 5 different revolutions. Sent radio. Surg. Gen. U.S.P.H.S. Washington D.C. "Donald Currie" given trial trip today Aug 16 apparently satisfactory. Detailed reports follow by mail."
16th	Miss Kuzmanich left evening train after work on vacation. (Worked until 5) – took 5:40 train.
17	Telegram from S.G to withdraw resale engines Donald Currie as follows: Resale engines D.C withdraw U.S. Motor Corporation Lighting Power Engine and generator requested by Navy. Cumming. Washington
20	Donald Currie to Station taking over paint, pipe etc. First time over in 4 mos.
20	Radio from Washington accepting Dr. Vaughan resignation effective 20th Confirming appointment of Dr. Andrews as Contract dentist effective Aug 21.

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112 [122] **1935** Aug 26	Nor. M.V. "Brand" Inspected and passed.
27	At 11:15 P.M. called from bed & requested (ordered) to call at once McCormick S.S. "Steppe". A sailor had felt faint at S.F. 4 days ago & later noticed a lump in groin. He would not leave ship and kept at work but Capt. insisted that I see him at once to see if he was able to work. I said I would see him if he would come to house but this was declined. Refused to go to hospital. I told Capt. to have man lie down & not allow him to work & to see Doctor at Longview about 10 A.M. on 28th.
28	Jap S.S. "Tolton Maru" from Yokohama & _____ I & P.
Sep 3	Anne Kuzmanich, Clerk, returned to duty today.
Aug 30	Dr. Pilkington subpoenaed to Seattle to the U.S. Circuit Court. Left 11 A.M. today.
Sep 4	Dr. Pilkington Returned for one day, left again on evening train.
Sep. 13	Dr. Pilkington returned for several days but will have to go back to Seattle in a few days.
Sept 21	"Belpariel" Inspected & Passed. Visited station with Mr. S.A. Ross, Inspector Construction Engineer to pass on work performed by Westerland.
Sept 21	Dr. Pilkington returned from attendance at U.S. Court, Seattle, and resumed charge. Letter to S.G. ordered. Inspector Ross in town so went to Quarantine Sta. to look over work of Westerland and painting job. Left 12 returned at 3:45 P.M.

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113 [123] **1935** Sept 27	Mr. Jackson, Civil Service District Mgr. of Seattle called at office.
Oct 8	Lighthouse Tender "Rose" fumigated upon request. 7 men.
10	Dr. Kratz and Dr. Aselmayer, P.A. Surgeon down from Portland. Took up matter of extra man on Currie. Was unable to go to station as pump (circulating) valves not seating and no water was going to engine. Necessary to take pump apart reseat intake valve and put in new spring. Machinist from W. Christenson's shop worked five hours. Contacted Mr. Dyer of Marine Construction Co. and he directed that bill be sent to him and he would communicate with Fairbanks Morse Co who furnished the pump. Currie taken over Aug 16 and 10% contract price withheld for 90 days pending final acceptance.
Oct 15	Br. M.V. "Silverguava" Inspected & Passed.
Oct. 16	Mr. Roberts, Assistant Supervising Architect, inspected Station today. He arrived on 11:35 A.M. train and left on 4:45 train.
" 18	Nils E. Larson from "Admiral Day" was brought in via surf boat from the Lightship to "Onondaga" where I met him with ambulance. Taken to hospital and examination revealed ulcer of the stomach. Will remain in hospital for several days. "Admiral Day" was bound for Seattle.

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114 [124] **1935** Oct. 19	I was informed before day light Saturday that a vessel would be in quarantine grounds by 7:30 a.m. Then about 8:00 a.m. a telephone message from the Pilots saying they had been instructed by Kinney Co. to get in touch with me and tell me that if the vessel needed fumigation to pass her on to Portland. I informed them that if they had a return talk with the Agents to tell them that the Public Health Service handled these affairs without their dictation. The Nor. M.V Tigne finally came in about 2 pm showing a quarantine flag so of course I had no alternative, but I believe this vessel was not subject to quarantine and the Kinney Agents are to blame. The ship came here from Newport News, in transit through the Panama Canal without docking and direct here. The usual $10.00 quarantine charge was made.
" 22	About 1:30 am I was notified from the St. Mary's Hospital that a sailor from one of the ships came in the hospital for medical attention, and I notified the Sister on duty that the man would have to pay his own bill since the Columbia Hospital is the Contract Hospital. Patient, John Gunderson from "Onondaga" went to Columbia Hospital. Upon arrival there I found had fallen down a stairway, while carrying glass — glass fell & broke — patient struck hand on glass and received a deep cut of rt. palm, severing palm, also one-half inch cut on inside of rt. forearm. A very ineffective tourniquet was put on on the ship. Patient's wound sutured, etc. Left hospital late that morning and several days sick leave recommended.

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115 [125] [1935] October 23	Received radio message from Captain of Am. S.S. “Brandywine” requesting me to meet ship in stream about 9:30 pm and it was marked “urgent.” Upon my arrival there I found man suffering from appendicitis — Brought him ashore and to the hospital in my own car and operated next morning for appendicitis.
November 6	Dr. Pilkington unable to attend to duties today. Has been suffering with an infected foot for several days. Forced to remain at home.
“ 8	Dr. Pilkington condition has not improved and is getting worse. Taken to hospital today.
“ 7	Am. S.S. “Wisconsin” inspected & Passed.
“ 15	Dutch M.S. Bengalen “ “
“ 25	Dr. Pilkington has improved greatly and is able to resume his regular duties at office. Was at office last week part of each day.
Dec 5	Pilot Sanders arrived from Pensacola, Florida today. He is to be on our payroll from Dec 11. Capt. John Haggblom will be 70 on Feb 21 (!) & is to be relieved Feb 29.
7	“Nyhaug” remanded from San Pedro for fumigation. She has corn cargo from Rosario. Letter from Dr. Kratz regarding time of arrival and disposition. Later found vessel was ahead of time so long distance to Dr. K. and told to send on to Portland if she arrived after late morning. Went out & so instructed. Told Captain to keep up quarantine flag.

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116 [126] **1935** December 16	Br. M.S. “Silvermaple” inspected & Passed.
13	Dr. Kratz, P.A. Surgeon, of Portland arrived here this morning at which time he and Dr. Pilkington went to quarantine Station at Knappton, via Donald Currie. Dr. Kratz left for Portland in late afternoon.
“ 20	Nor. M.S. “Beljeanne” Inspected and Passed.
“ 23	Japanese S.S. “Shumsei Maru” Inspected & Passed.
Jan 1936 12th	Am. S.S. “Iowa” in distress at Bar. “Onondaga” sailed out early Sunday morning answering an S.O.S. Dr. Pilkington stood by all day Sunday for any help he might have been able to give. But the Iowan sank with entire crew before the “Onondaga” could reach them. Existing contract for burial with Karlson Mortuary but Hughes Mortuary standing by for bodies. Dr. Pilkington was notified by Hughes Mortuary that they had received instructions from shipping company from Portland to take care of all the bodies.
Jan 13th	Am. S.S. “Saparsea” Passed by at midnight.
“ 19th	German cruiser “Emden” Inspected & Passed (Courtesy Inspection). I was notified that Emden would arrive about 10 am — would fire salute at Fort Stevens and would anchor down there, but bar pilots had informed me that they waited

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117 [127] **1936**	in the quarantine anchorage instead of Stevens. About 10:00 am I was notified that she had crossed in and the Mr. Clostermann, German Consul at Portland, had come and that he was at Pilot's Office. I immediately went there but found he had just gone aboard the "Arrow No. 3". I informed him of what the pilots had told me and he stated that he had received a radiogram from the captain of the Emden that they would anchor off Fort Stevens and for him to come aboard there. I informed Mr. Clostermann that she was in quarantine and that no one was to board until I gave the word. This statement was made in the presence of witnesses Immigration Inspector Brink and & Philip _____ of Arrow #3. He went on to Fort Stevens anyhow. We went on down also. After the vessel fired the salute, and had not slowed down in the least Clostermann went on board. When the vessel did slow down a little we followed, arriving possibly 5 minutes after Clostermann had gone aboard. There was no quarantine flag displayed which Captain Rankin, bar pilot, says is frequently the case with war vessels. The Immigration Officer and myself stayed on board until she anchored — and the "Currie" took us off. Dr. Kratz has been instructed as stated above.
Jan 21	Long distance from Dr. Kratz requestional information with reference to above item pertaining to German Cruiser "Emden".

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118 [128] **1936** January 21	German M.S. “Hama” passed during night enroute to Portland.
Jan. 25	Br. S.S. Anglo-Australian Passed during night. Telegram received at 1:32 on Jan 25th from Master of vessel as follows: “Anglo-Australian” due Astoria 12 P.M. 38 British crew all well.”
Jan 24	Scarlet fever has broken out at Camp #3 Crossett Western Co. County physician requested me to go there with her (Dr. Nellie S. Vernon) and investigate. Ran 20 “sick” tests. One case well marked rash.
Jan 28	Made another trip as above—alone--. Two suspected cases but both are negative. This not not regular P.H.S. work but County authorities are swamped with work and I volunteered this service. 17 miles by auto and about 5 miles into the mountains by “jitney”.
Feb. 15	Br. S.S. “Silverguava” Passed through about 9:30 last night.
“ 15	Br. S.S. “Trelissik” arrived Los Angeles January 21. Left Jan 28th from Vancouver B.C. Loaded lumber and left Vancouver February 8th. On Feb. 15th cargo shifted while vessel was some 242 miles S.W. of Astoria. Radioed for help. Cutter “Onondaga” reported and convoyed her to Astoria. She arrived off the bar at 9:00 pm on 14th and was docked at 4:am on the 15th. List of some 12 degrees to port. After I learned that this vessel was in distress I instructed

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119 [129] **1936**	
	the bar pilot to take her to the dock immediately and put rat guards. Pilot Svendsen was on hand when the vessel docked and gave these instructions again. I visited the vessel at 7 am and found that she was not subject to quarantine. RJ Pilkington A.A. Surg.
February 16	Danish S.S. "Ulla" Inspected and Passed.
16	Telephone message received from Charles Bearman, General Mechanic at quarantine Station that a very destructive fire had burned a lot of homes at Knappton and that there were about 100 people shelterless and that temporary shelter was afforded about twenty-five persons at no expense. The Hospital Building is being used for this purpose.
17	Telegram sent by U.S. Naval Radio to Bureau advising of above action and requesting authority.
24	Telephone call received from Str America at 8:00 am requesting that I make a call to the vessel to examine the cook – advised that I cannot make a call to ship as that is against regulations — but that I could see the patient at the hospital. Very indignant and said they would call another doctor.

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120 [130] [1936] February 13	Captain Haggblom transferred to Marine Hospital at Seattle for further laboratory and X-Ray.
Feb. 24	Alvin Corland has been feeling sick for quite some time with a colitis. Transferred to Marine Hospital for further X-Ray and laboratory as his condition seems to be getting worse.
Feb 25	Following telegram received from Bureau: ”Feb 25 Washington - Pilkington-Quarantine 211 USPO Astoria Or. Authorized submit letter change status Attendant Haggblom from present full time employee at nineteen twenty per Annum to status Part time employee six hundred per annum effective March first. Carmelia= Captain notified today and he approves very much of the above. Letter submitted to Bureau today.
“ 28	Captain Haggblom returned today from Marine Hospital at Seattle — Has improved greatly and resumed his duties this morning.
March 6	Alvin Corland returned to duty this morning — just returned from Seattle where he has been under observation and treatment.
“ 10	Nor. M.S. “Beljeanne” Inspected and Passed.

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121 [131] [1936] March	
17	British S.S. "Hartlebury" Inspected & Passed
13	Dutch M.V Bengalen " "
18	Made trip to Station to see about blankets & other articles loaned out to homeless during recent fire at Knappton, which soon will be returned.
19	Bids open for Hospital Care, X-Ray, Burial & Ambulance. Lowest bidders St. Mary's Hospital and C.W. Karlson & Son for Burial and Arrow Ambulance Co for ambulance and taxi service.
20th	Bids opened for Quarantine Activities — Low bidders: North Pacific Improvement Co. for water; Port of Astoria for wharfage; Marine Guide for Shipping news; Pacific Telephone & Telegraph for telephone service in Astoria; North Columbia Telephone Co. for telephone at Knappton. Bids, together with all necessary papers forwarded today for Hospital & other relief services. Quarantine Bids are being held up until telephone bid is returned.
Apr 1	Br. S.S. "Swinnington Court passed Astoria at 2 a.m. for Portland
1	Ardenbahn " " 10:30 P.M. for "
3	Br. S.S. Donnington Court" Inspected & Passed.
4	Received radiogram asking if "Manzanita" could be fumigated Monday morning advised that it would be all right.

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122 [132] [1936] April 6	"Manzanita" fumigated
14	Br. S.S. "New Westminster City" Inspected and Passed. In port only few hours where she is refueling and getting some engine repairs. Leaving for San Pedro at which time the vessel will anchor and refuel from lighter. Will proceed to her home port immediately after that where she will have a thorough inspection. It was impossible at this time to give her a complete inspection due to full cargo of soy beans.
14	Br. S.S. "Artemisia" Inspected & Passed.
15	Br. M.V. "Silvermaple" " "
15	"Artemisia" bills & livestock & meat mislaid. Probably taken by Capt Brown when he gathered his papers. Duplicates prepared and sent to Capt Brown of Kinney Ship Co.—Portland.
21	Fumigation "Manzanita"
May 11	Greek S.S. "Eugenia Chandris" Inspected & Passed
May 11	Dr. Pilkington's four days annual leave commenced today.
May 14	Dr. Pilkington has returned and will be on duty in the morning.
May 16	Nor. M.V. Beljeanne Inspected and Passed.

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123 [133] [1936] May 28	Br. S.S. “Wellington Court” Inspected & Passed.
June 10	Canadian Destroyer “Vancouver” Inspected & Passed. “Courtesy Inspection”. Vessel had been in stream about 10 minutes or so before I was called by Pilot Svendsen. When I arrived on board I found that the reception Committee of Portland had been aboard 20 minutes before my arrival. Reception Committee composed of Harbor Master Phren and Capt Epps one of the Captains of Police from Portland, also 2 civilians from Portland Chamber of Commerce, etc, were notified that they had violated a regulation as I was to board before anyone else. Dr. Blatter, Med. O. In Charge, Portland notified as above by telephone.
11	Swedish M.S. “Falsleslio” Inspected & Fumigated. 18 rats recovered.
12	Dr. Blatter, Medical Officer In Charge, Portland, arrived at Station this morning and made a trip to Knappton to view the Station, etc. Left at 1:00 for Port Angeles.
July 1st	British S.S. “Penrose” – Inspected & Passed
1	Property return. Relief and quarantine sent to Bureau.
14	~~**Belj**~~

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124 [134] **1936** July 11	Long distance call from Dr. Blatter, Portland regarding Greek Str "Sylva". Requested fumigation here on arrival from Argentina. She has 6500 tons corn. "Sylva" arrived 5:30 a.m. on 12th. Inspected in stream & sent to head Pier 1 P. of A. Docks. Haggblom in charge. Svensen, Corland & Dybuig assisting in Zyklon B fumigation Sunday. Will be surcharge. 3 rats — 2 small black and one large gray rat recovered. Probably many more will be found. Rats sent by mail to Portland. Captain of Str. Given written instructions to report to U.S.P.H.S. on arrival in Portland. Also docking orders — rat guards — fending off etc. Provisional pratique. Requirements report to P.H.S. at Portland. Greek Captain complained bitterly about fumigation. Was fumigated 2 wks before loading with Zyklon B (19 rats recovered) but certificate was not issued by American consul.
July 11	About 20 men from U.S.N. "Swallow" had ptomaine poisoning some 3 hrs after eating ham, sweet potatoes and cabbage. Twelve required attention. I called at ship on 11th and again on 12th. All doing well.
12	Bengalen from Calcutta & Manila inspected & passed.
14	Nor M.V. "Beljeanne" Inspected & Passed.
15	Br. S.S. "Uffington Court" Inspected & Passed.
29	Greek S.S. "Kaston" Inspected & Passed.
30	Dr. Pilkington made trip to quarantine Station.

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125 [135] **1936** August 8	Canadian S.S. Anyox Inspected — flying quarantine flag — Vessel operating direct between Canada and United States — No fumigation since 1930 — Vessel loaded with paper pulp. Inspected and Passed. Dr. Blatter, Officer in Charge at Portland notified, he advises that this vessel should not have been inspected and to destroy the Inspection Bills. Quotes: Dept Circular No. 344 dated July 25, 1924, subject, Interpretation of Section No 3, quarantine regulations of the U.S. and in Dept. Circular No 385 dated June 24, 1927, last paragraph.
9th	Notified by Mr. Bearman that the old Estoos house at Knappton, Washington burned down at 8:45 Aug 8th and as the house was so close to the Government reservation and there was danger of the fire spreading, Mr. Bearman went to their aid and used Station fire extinguishers. Emergency order placed for refilling the extinguishers.
12th	North King Inspected and Passed. Vessel from Nushagak – 509 total number on board. Inspection given on account of typhoid epidemic in Alaska. All members on board were inoculated in Alaska so none of these men have had typhoid. No sickness aboard.
15th	Silvermaple Inspected & Passed.

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126 [136] **1936** Aug 21	"Uyo Maru" Inspected & Passed.
21	British S.S. "Treloske" Inspected & Provisional
21	British S.S. Pennington Court Inspected & Passed.
20	Dr. Von Beyer, connected with Bureau of Home Economics Survey, located next door has been using USPHS table and microscope for some research work. He left town today as his position here has terminated. When packing some of his own equipment he took the following objects, property of the U.S.P.H.S. Spirit lamp, beakers, several books and two graduating glasses, also some of Dr. Pilkington's medical journals. He was told to return these items, which he did except for the graduating glasses and books which he promised to return very soon. After he left his secretary told us that there were more boxes in his office which he instructed his office to forward him. Dr. Pilkington found 2 canvas cases of Bard Parker Knives, one bistoury & 2 scalpels, bottle of alcohol and bandages which belonged to USPHS. We took these. It is suspected that he has taken several books namely: "Diagnostic & Theraputic Tecnic" Morrow 1911 and "Venereal Diseases" AMA; as both are missing.
Oct 10	Search of boxes at Dr. Hyde's residence - 2 books, bistoury found.
Aug 26	"Loch Maddy" Passed up river during night.
Aug 27	Am. S.S. "Memnon" Inspected. Vessel arrived from Alaska and upon arrival I asked if there had been any sickness and officials said there had been none except for colds and a few cuts, etc, mostly

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127 [137] [1936]	
	first aid cases. Also that they were 20 miles away from any where where the typhoid epidemic was. Also that the typhoid epidemic zone had established a quarantine zone and that no one was allowed to go near.
Sept 2'36	Received radiogram from Master S.S. "Nabisna" about 7 am stating that one of the crew had a severe nose bleed and to meet with Dr. and ambulance about 8 am. Urgent. I went to the hospital where I made preparations to attend to the case. Sent ambulance to the dock. The patient is 2nd Officer S.K. Gilge and he has had previous attacks. Put to bed, as he is very weak from loss of blood.
Sept 9	"Launching And Painting of Donald Currie". Received authority to go ahead with launching and Painting of the "Donald Currie" – Launch delivered to ways of the Astoria Marine Construction Company on sept 9th.
" 10	Several vessels are expected and radiogram sent to Bureau for authority to hire "Arrow"
" 11	Bureau telegram authorizes to take competitive proposals for launch hire.
14	"Donald Currie" placed back in river and painting completed. Bureau advised, and also letter written stating that "Arrow" is the only dependable launch on the river and that "Arrow" service should be available if at any time the "Donald Currie" was out of commission.

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128 [138] **1936**	
	Competitive proposals were not solicited-- only by phone and the "Arrow" is the only suitable proposal at 7.50 per trip. It was not necessary to hire a launch during the time the "Donald Currie" was on ways. _____ _____ _____ _____ _____[Blank lines drawn on page]
Sept. 15	Danish M.V. "Nordpol" Inspected & Passed
Sept. About 12-13	Dutch M.V. Saporsea passed upstream at 11:45 P.M.
Sept. 21	U.S.L.H.S. Tender "Rose" Inspected & Fumigated. Request fumigation for cockroaches.
Sept 26	Br. S.S. Ramiliis [sic; should be Ramillies] – Inspected & Fumigated. Corn cargo—Instructions to report to USPHS — Portland for further action.
Sept 27	Jap. S.S. "Tamahoko Maru" Inspected & Passed. Arrived about 7:30 P.M. from Britania Beach, near Vancouver, B.C. Labor conditions there made her late in starting. The agents told me that a dock was reserved for her in Westport and a crew engaged for her early the next morning. They also stated that there would be a fog in the river early in the morning, and due to the impending strike on Wednesday, Oct. 1st, that it would be very desirable to have the vessel passed evening of 27th. Under the circumstances I considered this an emergency and inspected the vessel. Roy Norene, head Immigration man in Portland, instructed me some three or four months ago that a short arm inspection would be required on all in-coming vessels. I have been doing this but I had considerable trouble

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129 [139] **1936**	
	with the examination on the "Tamahoko Maru". After I had examined about 16 of the 42 members of the crew, one man positively refused examination. He is some sort of a Bolshevik and he went out to the balance of the crew and the result was that the whole crew struck on this inspection and absolutely refused to be examined. There was talking and harangues and the captain said something about the Jap. Counsel being appealed to. I told them that I would be very glad to have him take it with Mr. Norene; Dr. Blatter, Med. Officer in Charge at Portland. I finally terminated by my certifying one man for chancroid and three men refused examination and the Immigration Inspector gave written notice to have the captain keep these men aboard ship. Dr. Blatter, Med. Officer In Charge at Portland, advised of above action. R.J. Pilkington, A.A. Surgeon
Sept. 23	Dr. Blatter, P.A. Surgeon, Portland visited this Station today. A tour was made to the new site for quarantine Station.
Oct 1st	Br. S.S. "Imperial Monarch" Passed up the river during the night.
Oct. 1st	Last night about 8:00 P.M. the Br. S.S. "Imperial Valley" arrived at the Standard Oil Dock. She had been in distress as her Romanian oil supply was very heavy and did not feed properly, and loaded with 100 tons of oil and left the dock at 11:00 pm. I went down to the dock and I found that he had no quarantine flag flying and was only going to stay here for

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130 [140] **1936**	
	a very short time. The vessel was from Yokohama to Vancouver, New Westminster and Point and Point Albernie B.C. enroute to England via San Pedro for Bunkers. It was impossible to make an inspection as the vessel was fully loaded with lumber and the crew were exceedingly busy. Also I had no facilities for giving a provisional pratique. Letter written to Med. Officer In Charge San Pedro to above effect and asked him to consider as a pratique or remand. R.J. Pilkington
October 6	P.W. Clark, Naval Architect, arrived today on the 11:30 train. Inspection of the "Donald Currie" reveals that entire pilot house needs rebuilding and there is a cracked frame in the forehold — This can be repaired at an approximate cost of 350.00. Captain Svendsen & Capt Haggblom were instructed to get together and make specifications for repairs of same. Mr. Clark was also told about the Station skiff which is badly in need of rebuilding. Approximate cost of material for rebuilding is 25.00 but Station personnel can rebuild. The cost of a new skiff would be about 50.00.
7	Dr. Pilkington's leave started this morning.
13	Dr. Pilkington returned to Station at 5 P.M. this date.
14	French S.S. "Lina L.D." Inspected & Fumigated. 10 rats + recovered after fumigation.

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[140 b] [1935]	Postal Telegraph Received at 523 Commercial St. Phone 1080 Astoria Ore. 1936 Oct 31 PM 12 03 R5 24 RADIO VIA MACKAY RADIO. SS CAPTAIN A F LUCAS VIA PORTLAND 31 PUBLIC HEALTH= 1130A ASTORIAORE= MAN WITH SEVERE EYE INJURY NEEDS HOSPITALIZATION IMMEDIATELY DUE LIGHTSHIP 2.00 PM CAN YOU ARRANGE TO HAVE MAN TRANSFERRED THERE= LINDLEY. 12:50 M Answer. Lindley, Capt A F Lucas. Will meet man anytime Astoria with ambulance Public Health [*Answer handwritten on Telegraph*]

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131 [141] **1936** Oct. 15	British M.S. "Silverguava" Inspected & Passed
"	Weekly inspection to "Donald Currie"
19	Donald Currie Weekly inspection.
26	Donald Currie – Weekly inspection. Life raft and corking thrown overboard. Fire extinguisher in engine room tried out.
Oct 27	"Tempei Maru" Inspected and Passed. Capt. Miyaki
Oct. 31	Jap M.S. "Getsuyo Maru" Inspected & Passed.
Oct 31	Radio message rec'd and answered. Standard Oil Co. office here phoned they would keep lookout and notify me when "Lucas" was in sight. Later called again and stated Portland headquarters had instructed their own Company doctor to take case and asked how I would manage. Told him it was alright for them to take case and we would forget it. Then another radio from ship through U.S. Naval Station from Master "Ambulance unnecessary thank you" Lindley. The vessel arrived about six o'c. I heard that the man had a slight cut in one eyelid.
Nov. 10	Weekly inspection "Donald Currie"
" 14	Jap. S.S. Yayoi Maru Inspected & Passed.
" 14	Danish M.V. Nordpol " " "
	Japanese M.S. Shinsei Maru " "
" 26	Greek S.S. "Nemea" – Passed During night.
" 22	Greek S.S. "Nemea" went as far as Columbia City and was instructed to return to

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132 [142] **1936**	
	Astoria for inspection — Long Distance call Sat. pm by Dr. Blatter advising to board vessel Sunday. Vessel inspected and Passed.
Nov. 23	Weekly inspection to "Donald Currie" –everything in good condition.
Nov. 30	Weekly inspection to "Donald Currie" everything in good condition.
" 30	Dr. E.W. Blatter, P.A. Surgeon, came this morning to discuss quarantine matters, and left in the early p.m.
Dec 7	Weekly Inspection to "Donald Currie" Everything in good shape.
Dec 7	Greek S.S. "Mount Atlas" Inspected & Passed. Vessel was bound for United Kingdom from Canada — Was in distress — Cargo shifted so put into this Port. Almost Impossible to board in stream so allowed her to come to dock & Boarded at 6 P.M. after sundown, but she was in distress.
8	Radiogram from Asst. S.G. Williams re "Donald Currie" received and answered.
9	Another radiogram arrived concerning Currie. Answered and new invitations for bids prepared.
9	Panama M.S. "Noumea" – San Pedro for P.A. and B.C. towed in by Onondaga. Engine trouble. Went aboard with Immigration Inspector and found five cases syphilis — certified.

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133 [143] **1936** Dec 23	Dr. Blatter arrived from Portland to discuss quarantine matters. Tentative plans are to abolish the quarantine station at Knappton — turn it over to the Procurement Division, maintain one man there as caretaker until property is checked and disposed of. Transfer Mr. Bearman to Los Angeles and retire Mads Dybuig when Station is closed as he is 74 years of age. According to present plans the "Donald Currie" is to be transferred to Port Townsend and Pilot Svendsen is to be transferred to Los Angeles also. Capt Haggblom, now classed as "attendant" will remain here as well as Alvin Corland who will take care of fumigations with the help of the Portland crew, and who are to keep watch on vessels, and attend to other miscellaneous quarantine duties. Dr. Blatter in Portland as been designated as the Medical Officer In Charge for all P.H.S. activities along the Columbia River, figuratively speaking, but actually Dr. Pilkington will do the same as heretofore, with the exception of signing payrolls, reports and vouchers from this Station. The above plans are not all absolutely final as yet.
Dec 20	Weekly inspection "Donald Currie" made this morning. Everything O.K. Crew of the boat

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134 [144] [1936 and] **1937**	instructed to take close inventory of all property in the warehouse and on the boat.
Dec 23	Br. S.S. "Swainly" Inspected and fumigated.
" 28	Captain Svendsen reports following cyanide: 5 full boxes #2's 1 " " #2's with 61 cans 5 full " #4's 1 " #4's with 9 cans 1 full " #4's Discords (12 cans) 1-1/3 box #1's cyanide
Jan 13	Am. S.S. "Golden Dragon" –Inspected and Passed. Instructed to report to Quar. Officer at Portland. Full of Cargo.
Jan 15	"Donald Currie" delivered to the Astoria Marine and Construction Company ways this date – and advised to go ahead with work.
Jan 16	Dutch M.S. "Sapansea" Inspected and Passed.
Jan 16	"Donald Currie" was taken ~~off the ways~~ as the Astoria Marine Construction Co., said they couldn't start repairs until the 18th (Mon). This was done in order to save a $7.50 fee for launch hire. Replaced on ways Mon. Jan 16'37.

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135 [145] **1937**	
Jan 18	Air tanks on “Donald Currie” Hydrostatically tested 350 O.K.
Feb 3	Nor. M.V. “Washington Express” Inspected & Passed.
Feb 4	“Donald Currie” launched and returned to mooring place. Work seems to be in number one condition as far as station Personnel can determine.
Feb. 1	Pilot Niels A. Svendsen left this Station this morning at 10:00 P.M. for his new assignment at Terminal Island, California in accordance with Bureau instructions.
Jan 31	Mads Dybuig resigned as caretaker at Knappton, Washington. He was to have been retired in June ’37. This is his last day in the service.
Feb 23	“Rose” fumigated. Cockroaches plentiful.
“ 24	All relief station bids are being forwarded with complete papers, today, through Portland. All quarantine Sta. bids except telephone service at Astoria are also being forwarded.
Mar 1	“Donald Currie” – went to Station with Mr. Tittenger who is a member of the Federal Archives Group, to look over some old records, etc for this P.W.A. Project. It was our opinion at first that there were not a lot of papers at the Station

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136 [146] **1937**	
	But upon further investigation we found that there were records stored there covering the last 35 years. Due to the fact that it was raining and they had nothing to store the papers in they could only bring back a few with them. A room has been assigned for the storage of these records in the P.O. Bldg and letter has been written to Dr. Blatter in Portland asking for authority to make another trip to the station for the remainder of these records. Shortly after the "Donald Currie" left the Port Dock the fuel feed pipe sustained a crack and it was necessary for the vessel to return to the dock and have the pipe brazed. This was done at the cost of 75¢ to $1.00. Authority was also requested from Dr. Blatter for the purchase of a fuel pipe — to keep on hand just in case this should happen again while out in the river.
March 16	Dr. Blatter, P.A. Surgeon, accompanied by Oscar Berg arrived Tuesday (Mar 16), with instructions to go to Station with Dr. Pilkington and survey the property and sort out as they see fit. They decided to condemn a great deal of unserviceable property as well as transfer some to Portland, Astoria, etc. Dr. Blatter and Mr. Berg left for Portland after completion of their survey on March 17th, about 5: pm.

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137 [147] **1937** March 19	Dutch M.S. “Bengalen” Inspected and Passed.
March 31	Nor. M.S. “Bonneville” - Provisional. Vessel from River Platte. Instructed to report to Public Health Service at Portland for further action.
March 31	Dr. Pilkington left this morning for Portland where he will confer with Dr. Blatter regarding Station matters, and from there will go on to Seattle to attend session of [*sentence not finished*]
April 1	Yesterday late afternoon Peter Stream, Surfman from Pt. Adams C.G. Station came to this office with general appendicitis symptoms. As Dr. Hyde, who was left in charge was unable to be reached at the time, the patient was sent to Dr. Allen. Dr. Allen found it necessary to perform an appendectomy which he agreed to do for $10.00 the usual assistance fees given him when assisting Dr. Pilkington. Dr. Forrstrom assisted Dr. Allen, but as Dr. Pilkington often assists both of these Doctors, without charge, in major operations they both were glad to do it without charge (except the 10.00)
April 3	Dr. Pilkington returned today from Medical Session at Seattle.
“ 17	Br. M.V. “Silvermaple” – Inspected and Passed.
“ 23	Dr. Blatter came from Portland to condemn property at Relief and quarantine Station.
“ 25	“Woyo Maru” Inspected and ordered to report to U.S.P.H.S. Portland for further action.

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138 [148] [1937] May 3 ’37	Talford P. Hart, “Onondaga” was found in his bunk this morning in between decks, where most of the crew sleep, with symptoms of smallpox. Patient has headache, backache and temperature of 103. Pulse 96. As we would have no way to take care of a smallpox case I telephoned Dr. Blatter and suggested that I send him to Portland to the Contagious Disease Hospital for observation. Patient could be sent up by picket boat but as this would expose more people, one of the officers will drive to Portland with him at once. I ordered mechanical cleaning of the between decks of the Onondaga and ordered about 35 Coast Guardsmen be vaccinated.
May 9 ’37	Dutch M.S. “Supansea” Inspected and Provisional Pratique given.
“ 12 ’37	Chinese S.S. “Chin Yuen” Inspected and Passed
“ 26 ’37	Japanese “S.S. Hakushiba Maru” Inspected and Passed.
“ 27 ’37	Nor. M.V. Bonneville—Inspected and Passed
“ 22 ’37	I received long distance telephone from the agents of the “San Phillip” that there was an officer aboard supposed to have an acute appendicitis and asked me to go out to which I consented to do with the understanding that the ship was to pay the launch hire. When I arrived

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139 [149] **1937**	
	there I found the bosin with a very acute perforated appendix. I took him to the hospital in my own car and operated on him for appendicitis.
June 6 ’37	Norwegian M.S. “Belpareil” Inspected and Passed.
“ 12	Br. S.S. “Heathcat” Inspected & passed. Store rooms not inspected—Report to quar. at Portland.
“ 11	Br. S.S. “Southgate” Inspected & Passed.
“ 19	Swedish M.S. “Fermia” Inspected & fumigated. Evidence of rats. Portland U.S.P.H.S. notified and instructed to start fumigation and that they would send 2 fumigators down immediately. Vessel was boarded at Warrenton for convenience of agents, and vessel. They standing the additional expense. 12 Rats found.
“ 20	German M.S. “Anneliese Esslungen” Inspected & Passed.
“ 28	Captain Haggblom & Alvin Corland went with “Donald Currie” to Knappton to assist Bearman with packing of shipments of property which are to be sent to various U.S.P.H.S. Stations. Forwarded Seattle shipment this date.
“ 28	Oscar Berg arrived from Portland. One to assist with preparation of property

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140 [150] **1937**	
	Returns. Portland Office has been handling the abandonment and disposition of the property at Knappton so they considered it advisable to have Berg come to Astoria to help straighten the return. He is to return to Portland Sat. July 3 ’37.
Jun 30	The “Donald Currie” made another trip to the quarantine Station to bring the shipments which are to go to Gulfport, Miss; Los Angeles; and Port Townsend. Shipped this date.
July 2	Br. S.S. “Barrwhin” Inspected & Passed.
“ “	Br. S.S. Errington Court” “ “
“ 5	Nor. M.V. “Høegh Transporter” “ “
July 3	Alvin Corland has taken one week’s vacation commencing this date.
“ 6	Br. S.S. “Cressington Court” Inspected & Passed.
” 13	Japanese S.S. “Heiei Maru” Inspected & remanded to Portland for further inspection and/or action. Three men certified.
“ 15	Greek S.S. “Andreas” Fumigated — Evidence of rats. Full of corn cargo. Given Provisional pratique after fumigation. Remanded to Portland for further action.
“ 15	Br. S.S. “Cressington Court” Inspected & Passed.
“ 17	Norwegian M.S. “Bonneville” Inspected & remanded to Portland for fumigation
“ 18	British S.S. “Temple Pier” Inspected & Passed.

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141 [151] **1937** July 20	Prince Rupert City Inspected and Passed.
22	"Kashu Maru" Inspected & Passed
25	Br. M.V. "Barrington Court" I & P
25	Br. S.S. "Hartlepool" I. & P.
26	Br. S.S. Telesfora deLarrinaga I & P. Sailor (Somali) very ill. Operated hemorrhoids at Yokohama about 28th. Work on July 14. Ill on 17th. Symptoms of typhoid. P.M. temp 104.5. Telephone Portland to Dr. Moreland to inform Canada Forms Co. agents & Immigration. Meet Clark & Russell mill with ambulance about midnight.
26	Chinese
30	Japanese S.S. "Taksei Maru" Inspected and Passed.
August 2	Fumigation of U.S.L.H. tender "Rose"
3	"Donald Currie" made trip to quarantine station to get property for shipping to Lexington, Kentucky.
4	Dr. Williams, Assistant Surgeon General in Charge of quarantine arrived at this station today accompanied by Dr. Moreland of Portland to discuss quarantine activities. Discussion was regarding changes. Probabilities seem to be that "Donald Currie" will be transferred to Port Townsend. Alvin Copland will be transferred

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142 [152] **1937**	
	somewhere west Coast. Captain Haggblom will remain under present status. Charles Bearman will be transferred. All fumigating is to be done by entire Portland crew. Captain Haggblom is to do no more fumigating and Dr. Pilkington is to make only physical examinations on inspections of aliens, issuing free pratique where previous ports of call & departure are non-contagious ports. Otherwise provisional pratiques are to be given.
Aug 5-37	Letter from General Thompson of Washington Nat. Guard re property at Knappton. Letter sent to Knappton and forwarded from there so I received it on Monday Aug 8. Answered that property could be inspected by member of his staff at Knappton.
	Aug 11 received telegram Quote" Representative of Adjutant General will arrive Knappton about noon Friday - Thompson" Telegram dated at Ft. Lewis, Wash.
Aug 11'37	Br. S.S. "Sheaf Holme" Inspected & Passed.
" 23	Br. S.S. "Nalisement" Inspected I Passed
" 25	Br. S.S. "Bereby" Inspected and Fumigated. Dr. Meriwether and Oscar Berg drove down from Portland to help with fumigation. Dr. Meriwether taken to Station during afternoon on "Donald Currie".
" 26	"Rose" Fumigated: for cockroaches
" 26	Nor. S.S. "Benwood" Inspected & Passed.

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143 [153] **1937** ~~August~~ September	
8	Br. S.S. “Ousebridge” Inspected & Passed.
13	Dutch M.S. “ Saparaea” Inspected and remanded to Portland for further action.
13	Letter received from Bureau instructing to transfer of “Donald Currie” under its own power to Port Townsend. Letter written to Dr. Meriwether for additional instructions.
“	Bureau of Fisheries came to Quarantine Station after truck load of property — authorization from Procurement Division.
16	Greek S.S. “Kasten” Inspected & Passed
17	“Donald Currie” went to Station prior to departure at Port Townsend, for equipment requested by Portland Office, and for a trial run before starting on long trip to Port Townsend.
18	Danish M.S. “Astoria” Inspected & Passed.
19	Mr. Vander Linden, Eng., and Capt. Coffelt arrived from Port Townsend to take “Donald Currie” away. Alvin Corland is to accompany them on the trip.
20	“Donald Currie” went for 3 hour trial trip on river. Everything is in good shape for trip to Port Townsend.

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144 [154] **1937**	
Sept. 21	"Donald Currie" left this morning at 7:30 for Port Townsend with three men on board. Captain Coffelt, Mr. Vander Linden and Alvin Corland. Three transportation requests were written for Corland to be used on his return trip.
Sept. 20	Dr. Pilkington went to Portland to confer with Dr. Meriwether on Station matters.
Sept. 23	Alvin Corland on 9:20 pm train from Portland. Reported that they arrived in Port Townsend at 2:00 pm Wed. Sept.22. Also that the weather was pretty rough for 4 or 5 hours after leaving Columbia River Bar.
Sept 24	Japanese S.S. "Toksei Maru". Inspected & Passed.
Oct. 4th	Nor. M.V. "Bonneville". Inspected & remanded to Portland for Cholera inspection and fumigation. Released two school teacher passengers who claimed it was absolutely necessary to report their schools immediately. Instructed them upon arrival in Portland to report to the Public Health Service Office.
Oct. 5	Alvin Corland went to Portland today for fumigation of Nor M.S. "Bonneville" upon request from Portland office. He stayed over until Friday night (8) as they needed him for assisting with fumigation of Am. S.S. "Texas".

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145 [155] **1937** Oct. 16	"Norwegian M.S. Nordvard," Inspected and given Provisional Pratique to report to Portland for further action.
Oct 17	British M.S. "Silver guava", Inspected and given Provisional Pratique to report to P.H.S. in Portland for further action.
Oct. 20	Washington National Guard went to U.S. Quarantine Station to take property authorized by Bureau.
October 28	Letter received from Bureau to advertise sale of serviceable property at Station.
"	Bids sent out to various junk dealers and other interested parties.
November 8	Bids received and forwarded to Portland for approval. Bids awarded as follows: Group 1- & 7 Columbia Hospital " 2 – 3 Shamans Furniture. " 4 – 5 St. Louis Junk Co. " 6 Dupen, Roy – Phar Mate "Onondaga" Bidders Instructed not to call for their property until after November 22 '37 as Mr. Bearman is at Marine hospital during week Nov 15 to 20th.
November 23	Dr. R.J Pilkington called to Portland.

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146 [156] [1937] Nov 22	Alvin Corland has returned from leave which started on Nov. 3.
" 23	St. Louis Junk Co. called for their property.
" 29	"Phyllis Soto" – Am. S.S. had been to Honolulu for ~~over a month~~ 26 Days due to engine trouble. She had sailed out from Yokohama with intentions of coming direct to U.S. but engine trouble forced her to go to Honolulu. When she arrived here she had no quarantine flag but Doctor went out on launch to check on the matter. He concluded that no inspection was necessary here because the Captain informed him that there was no sickness aboard and that the vessel had been in Honolulu for 26 days prior to sailing for U.S.
Nov. 30	Br. M.S. "Forest" Inspected & passed.
Nov. 30	The following radiogram was received today: "U.S. Public Health – Astoria, Ore. S.S. "Cornelia" Portland, Ore. Notify Lakes Mother Caroline Lake – 714 Garfield Avenue Rockford, Illinois – Stendahl. Master." We didn't know anything about Lake — who he was, where he was and what we should notify his mother. Evening paper informs us that this man drowned Nov. 28 while his vessel the "Cornelia" was docked at Warrenton. He was not missed until the next day. His body was recovered Nov. 30 '37. As this was the case he

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147 [157] **1937**	
	would not come under our care.—I notified the cornor and found that he was awaiting the address of relatives of this man and that he is attending to the matter. Also the Commander of the Onondaga had offered to telegram Lakes relatives and he will comply with the Captain's request.
December 1	Following telegram was received by Commander of the C.G. "Onondaga" "Headquarters desires opinion local quarantine and Coast Guard Officers, Astoria if Coast Guard boarding and boat facilities supplied in lieu of present facilities would be mutually agreeable to Public Health and Coast Guard" Letter written to Bureau, through Portland, stating that it was mutually agreeable and suggested that present contract with Arrow Tug and Barge continue or new one be made out to furnish launch hire when the C.G. launch was not available which might occur at any time.
Dec 1 '37	Nor. S.S. "Alaska" put into Astoria – arriving here 9:15 P.M. — short of fuel. I went aboard and gave usual venereal inspection. Examined what Bills of Health they had and allowed to go on. Bills of Health from her Port of Departure—Daisin, showed that there were four cases of Cholera with four deaths. None of the crew had been sick at any time, nor consulted a doctor, nor had been in a hospital. As this vessel ~~had~~ expects to stop in San Pedro for bunkers, anyhow. I gave her provisional pratique calling for report to San Pedro quarantine Officer. Holds full of cargo. Inspection of same impossible.

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148 [158] **1937** Dec 5	"Andreas" Greek M.S. Inspected and Passed.
Dec. 6	Captain Haggblom was taken to the Columbia Hospital today, after several days illness which at first appeared to be lumbago or rheumatism. Now he seems to be paralyzed from the hips down.
Dec. 10	Alvin Corland received following telegram "Relieved from duty Astoria thirty-first — Directed proceed Los Angeles quarantine Station for permanent Duty. Parran, Washington
Dec 17	Danish M.V. Soloby" Inspected and Passed.
" "	Fumigation U.S. Lighthouse vessel "Manzanita"
" 17	Dr. Meriwether came own from Portland with Oscar. Oscar assisted with L.H. fumigation while Dr. Meriwether conferred with Dr. Pilkington on Station matters.
" 19	Captain Haggblom left this morning for U.S. Marine Hospital at Seattle. He had to pay his own ambulance expenses as well as his stay in the contract hospital here. The matter was taken up with the Bureau through Dr. Meriwether and that was the ruling.
" 30	W.P.A. Engineer and Forestry Service Engineer went to Quarantine Station to ~~repo~~ inspect remaining personal property with a view of having some of the property turned over to them.

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149 [159] **January 1938** January 3	Alvin R. Corland left this morning for Terminal Island Quarantine Station where he has been transferred for permanent duty.
Jan 8	Oscar Berg came to Astoria to assist & direct with second fumigation of "Manzanita"
Jan 9	Oscar Berg assisted Dr. Pilkington with boarding of following ships: Greek S.S. "Phaeax" Inspected & Passed
" 8	" " " "Kaster" " "
" 15	Br. S.S. "Demteston" anchored in fog at Point Adams Station. I went down in a C.G. Patrol – Boarded, inspected and Provisional to Portland.
" 16	Received word during P.M. that Br. S.S. "Monkleigh" was in distress off the bar and put in — Bad list to port. Given free Pratique — After deck load of lumber shifted needed restowing. Impossible to anchor and manipulate to get in the slip so allowed her to come into the dock. She left Port Albernie, B.C. during morning of the 15th. Took 1 ½ hrs to dock after getting into the slip — and I boarded her at 8:50. This vessel was certainly in distress.
" 17	Boarded Br. S.S. "Treveslen" at quarantine anchorage using the U.S.C.G open deck

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150 [160] **January 1938** Jan.	boat for boarding.
" 18	Charles Bearman, Caretaker at Knappton brought to Astoria, in his own car two loads of surplus property which was at the quarantine station, awaiting further orders for shipment to Seattle and San Francisco. Mr. Bearman took this upon himself and says there is a $5.00 charge against it--$4.00 for ferrage and $1.00 for gas and oil. He stored same at Freight storeroom. Mr. Bearman advised that since no authority had been given him for this move that it would be necessary for him to stand the expense until advised. Portland notified of action.
Feb. 21	"Temple Yard" Inspected & Prov. To Portland.
" 25	Dr. Meriwether and Oscar Berg came down from Portland to accompany Dr. Pilkington on a trip to the Station at Knappton. Purpose of trip was to view station and to bring over ship's bell which has been assigned to the Navy Department. As Bill of Lading from Navy Department covers only freight from Astoria to Bremerton for bell the Onondaga offered to make the trip.
" 28	Br. S.S. "Langleeford" Inspected & Passed
" 28	Greek S.S. Athena, Levonas "

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151 [161] **March, 1938** March	
10	Am. S.S. "Kentucky" Inspected & Passed
10	Nor. M.V. ""India" " " "
14	Dutch "M.S. Bengalen" Remanded to Portland.
11th	Captain Haggblom died during this afternoon at U.S. Marine Hospital Seattle. He will be brought to Astoria, autopsy made and buried Tuesday — March 15th
22	Br. S.S. "Kensington Court" – Inspected & given provisional Pratique to Portland.
23	Danish M.V. "Malaya". Inspected & Provisional given with instructions to report to U.S.P.H.S. in Portland for further action. Messman from above vessel very sick with appendicitis — Removed from vessel via Arrow Tug & Barge Launch — taken to Hospital "Columbia" at 11 AM. White B.C. 17000—Operated 1:15 pm — found very long appendix with bulbous tip — Journey to Portland would have been very dangerous.
28	Bids received for Hospital "Non contagious" St. Mary Low on Per Diem & X-Ray but high on Lab procedure. Matter referred to Portland as Per Diem charge in excess of that charged general public. Bids also received for Burial, ambulance and Taxi. E.B. Hughes lower, Bids received for telephone, Launch hire & Marine Guide.
30	All bids forwarded to Bureau with necessary papers.

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152 [162] **April 1938** 5th	Br. S.S. "Arlington Court" Inspected & Passed.
22	Br. S.S. "Pyashirs" Inspected and instructed to report to Portland U.S.P.H.S for further action.
April 30	Dr. G.G. Holdt drove to Astoria with Oscar Berg. He conferred on Station matters and returned same day.
May 3	Greek S.S. "Ekatontachons Drscaulis" Inspected & Passed.
" 5	Br. S.S. "Baxter Gate" Inspected & Passed.
" 9	Jap M.V. "Shoslu Maru" " " "
" 17	Radio to "Onondaga" from S.S. "Edwin M. Christensen" "man very violent— Can he be taken ashore here? Answered "Yes" but ship must pay for transfer — two Coast Guard men on hand if needed. Taken to Columbia Hospital very irrational. Food given, then triple Bromides. Noisy all night. Had been drinking for 3 months. Signed on on 13th. Became violent on 16th.
May 22 Br. S.S.	"Navanio" [sic; should be Navarino] Inspected & Provisional given to Portland.
May 27	Nor M.S. "Besholt" Inspected & Passed
" 31	Jap M.V. "Getuyo Maru" Inspected & Passed
June 1	Nor M.V. "Hermia" - Inspected — Provisional for further action at Portland.

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153 [163] [1938] July 1 ’38	Charles H. Bearman, General Mechanic at U.S. Quarantine Station has been separated from the U.S. Public Health Service this date, and has been transferred to the Bureau of U.S. Lighthouses. His son Bearman has been appointed by the Portland Office as temporary caretaker.
July 9	Am S.S. “Illinois” Inspected & ~~Passed~~ Provisional
July 21	Nor. M.V. Ringwood “ “
	Bengalan left up about 8:30 a.m. — No inspection by order letter from Portland (A.K.B) (Inspection as P.)
15	Fermia passed up 10 P.M. No inspection
24	“Michigan” inspected & given provisional pratique. She was from Manila & Cebu.
25	Br. Str. “Niceto de Larrinaga” from Vancouver B.C. arrived 5 A.M. today. Agents had said to pass Dr. here. Went alongside in C.G. picket boat. Captain megaphoned that she arrived from Halifax at San Francisco about July 12. Was inspected for quarantine at S.F. and four days later sailed for Vancouver. At V. two days and came here. I went out at 5 A.M. and got this information. Sent telegram to P.H.S. at Portland giving this information and stated “not boarded”.
Aug 3	Jap training ship “Taisai Maru” Courtesy Inspection –Passed
Sept 12	Br. S.S. “Navarino” – Inspected & Passed.

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154 [164] **1938** August 9	Br. S.S. “Boulderpool” – Inspected & Passed
“ 9	“Rose” Fumigated. Peterson down from Portland to supervise.
“ 12	Br. S.S. “Thistleglen” Inspected and Provisional Pratique given.
Aug 17	Am. S.S. Mauna “Ala” – Inspected & Passed. Oscar Berg came from Portland to assist Dr. Pilkington
Aug 20	Nor. M.V. “Elg” Inspected & Passed.
“ 22	Pilots office called stating that they had been informed by the Agents of the Br. S.S. “Moorly” that vessel touched at San Pedro, but that neither quarantine or immigration inspection had been given. C.G. Patrol was called and running alongside of the “Moorly” the Pilot & skipper were called to and inquiry was made as to inspection, and Dr. Hyde, who is at present in Charge, was notified that Inspection at been made at San Pedro.
Aug 22	Dr. R.R. Pilkington is on leave for one week. Dr. Hyde, Relief Man is now in Charge.
Aug 22	“Tachibana Maru” Inspected & Passed.
Sept 12	Br. S.S. “Navarino” – Inspected & Passed. Vessel inspected in the late P.M. and the C.G. Patrol “264” was on a trailing job up the river and the C.G. had only a small picket boat available.

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155 [165] [1938]	
	and that it would be danger to the boat to go out in the rough weather that prevailed that day.
Sep. 22	Br. S.S," Elstrie Grange" Inspected & Passed.
" 30	"Giddington Court" Inspected & remanded to Portland.
Oct 5	Swedish S.S. "Sydland" Inspected & Provisional
Oct. 11	Dr. G.G. Holdt conferred with Dr. Pilkington at Astoria today.
Oct 18	I had a long distance call from Portland U.S.P.H.S. stating that the "JA Moffett" had a sick man aboard and that she would arrive at the Pilot Station at 11: P.M. I got in touch with the C.G. Cutter "Onondaga" and they got in touch with the "JA Moffett" in 3 minutes an answer came. I went with the C.G. Picket Boat to take patient off vessel. He was brought to the "Onondaga" and taken to the hospital in my car. I found that this man Kenneth P. McCullouh had taken ill on 15th with severe pains in the abdomen and in the gastric region and then on the 18th the pain became very severe and almost incessant vomiting commenced. White blood count 11,000 — Pulse 130 — temperature 96.6. Respiration 30, entire abdomen absolutely rigid. Immediate operation — on opening Peritoneum pus emerged in large quantities and man was in critical condition. Operation very difficult. On Oct 20th Patient's folks arrived. Patient was put in private room with private nurse at the parents' request – they to pay the difference in the bill.

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156 [166] **1938** November 7	Dr. G.G. Holdt visited Station this date arriving at this office at 1:pm and leaving about 2 pm.
11	Fumigation of U.S. Lighthouse Depot.
11	Br. S.S. "Filleigh" Inspected and Passed. (Oscar Berg arrived from Portland in morning of 11th to fumigate Depot and be here for several ships which overdue.)
12	Br. S.S. "Ardanbhan" – Inspected and Passed. (Boarded by Oscar Berg as Jr. Inspector)
15	Br. S.S. "Trecanel" Inspected and Passed Provisional to Portland.
19	Yugo-Slavian S.S. "Racina" Provisional for further inspection – Portland.
" 16	Dr. Pilkington accompanied patient George French, M.S. to Marine Hospital — Seattle via C.G. airplane — Patient has been hospitalized for several weeks here with comminuted fracture and dislocation of lt. knee. Dr. Pilkington returned on train next noon.
" 23	Br. S.S. "Forest" Inspected & Passed—Oscar B boarded also.
" 27	Greek S.S. "Eleni" Inspected & Passed – Oscar Berg
Dec. 4	Br. S.S. "Llamishen" Inspected & Given Provisional — Boarded without Oscar Berg.

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157 [167] **1939** Dec 12	"Premiro" Nor. M.S. - Inspected & Passed - Provisional
Dec 28	"Hermatris", Br. S.S. Inspected & Passed
Jan 15	Br. M.V. "Ernebank" Inspected & Passed – Oscar Berg came down from Portland to assist.
January 15	Following letter was received from Dr. G.G. Holdt, Med Officer in Charge -: January 11, 1939 Dear. Dr. Pilkington: As you probably know there are a number of ships coming directly into the Columbia River within the next few weeks. To simplify the procedure of quarantine inspections, instructions have been issued to the effect that all of the ships destined for Portland and Vancouver, Washington, will be inspected in our anchorage. Despite the fact that a ship may arrive at Astoria in daylight hours it cannot load or discharge under the old arrangements. It is to obviate this duplicate inspection that the above procedures are being inaugurated. Of course, if there are any unusual circumstances attending the arrival of a ship for quarantine inspection these new arrangements will be modified accordingly. Mr. Berg will be in Astoria to board the Steamship "ERNEBANK" with you. All such vessels stopping below will be handled as heretofor. Respectfully, (G.G. Holdt) Surgeon, Medical Officer in Charge.
Feb. 14 '39	Nor. M.V. "Heina" Inspected & Passed. Vessel for Astoria - Oscar Berg came from Portland to help with inspection.
Feb. 16	Dr. Holdt & Oscar Berg drove down from Portland for Station visit.
Feb. 23	Br. M.S. "Bradford City" Inspected by Dr. Pilkington and given provisional pratique to Longview, as instructed by Dr. Holdt.

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158 [168] **1939** March 11 (See below for addl. March entries)	Br. S.S. "Hadeigh" - Inspected by Dr. Pilkington: — Provisional given to Longview when she will undergo further inspection.
April 3	Br. S.S. "New Westminster City" Provisional Pratique to San Pedro – Just docked for bunkers. Will leave in 4 hours. No Shore Leave granted.
April 4	Br. S.S. "Iddasleigh" Inspected & Passed. Oscar Berg came from Portland to board vessel with Dr. Pilkington.
April 11 (additional (March entries)	Oscar Berg arrived to fumigate the Light house tender "Rose".
29th	Was called on evening of this date for bad injury which occurred on "Onondaga" (Tim Dugan) during an accident while target practicing. Patient was brought ashore to Fort Stevens where I met him with the Army ambulance and brought him to the St. Mary's Hospital.
April 3	Received radio gram from tanker "Camden" about 10:30 P.M. stating that a man aboard was very ill, etc. I went out to meet the vessel via the "C.G. 265" 11 P.M. Brought patient ashore and taken to the St. Mary's Hospital via ambulance. Patient had very severe pains abdomen, etc. Appendectomy immediately necessary. Operated at 1:30 A.M. assisted by Dr. Allen. Appendix ruptured — drains inserted.
March 28	Dr. Pilkington accompanied Patient, William McCabe, Seaman, S.S. "Nebraskan" to Marine Hosp. Seattle

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159 [169] **1939**	
	via ambulance, returning same day. Patient had a bad fracture of the tibia & rt. Mallcoli.
April ~~15~~ 16	Radiogram was received from S.S. "William L. Thompson, enroute to Alaska, and about 150 miles out of the river that the 3rd Radio Officer had been struck with a Diabetic coma, stating that they needed help. I boarded the "Onondaga" at 12:30 A.M. taking insulin and other necessary articles. When we were about 14 miles out we received another radio message from the C.G. Cape Disappointment stating that there was a fish boat in distress, so we hunted around for the boat but after an hour we gave up search and were about to proceed to the aid of the "Wm. L Thompson" when another call was received patient had been taken to Port Townsend via C.G. Plane.
April 15	The Doctor attached to the "W.L. Thompson" was to help me with the men on the date of departure, and was to call for anti-typhoid vaccine as he is to complete some of the inoculations on the journey, but as he didn't show up I delivered the medicine in person and the cards & lists, about an hour before sailing time. Upon my arrival at the vessel I found the Company Doctor drunk so I gave everything to the captain with the instructions.
April 18	Hospital & other Relief Bids are to be opened today.

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160 [170] [1939] April 19	Br. S.S. “Hartlepool” Inspected & Passed. Oscar Berg from Portland assisted with inspection.
April 19	All bids were forwarded to Portland for Fiscal year 1940.
~~April~~ May 2	Br. S.S. “Rio Dorado” – No evidence of rats found. Rat inspection made by Mr. Stanley, Portland man. Boarded with Arrow launch.
“ 5	Br. S.S. “Tedinnick” Inspected & Passed. Rat Inspection made by Mr. Stanley.
“ 7	Br. S.S. “Beaconsfield” – Inspected & Passed. Rat Inspection made by Mr. Stanley.
“ 9	Br. M.V. “Riley” Inspected and Passed. Rat Inspection made by Mr. Stanley.
“ 11	Japanese M.V. “Hakubasan Maru” Inspected & Passed.
“ 15	Radio received from Am. S.S. “American Robbin”, enroute Portland to San Pedro stating that the Captain is very ill. I went out to the vessel on the Arrow Tug & Barge #2, being understood that the ship was to pay the transportation. I found that Captain Charles Darling had been operated on two weeks ago at Seattle in a private hospital by a Doctor Segal for a prostatic resection urethal. He had rejoined his ship Sunday morning 14th, and left Portland Monday morning, about

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161 [171] [1939]	
	7:30. Had taken afterwards with pain and strangury, being compelled to urinate every few minutes with intense agony and plenty of blood. I brought him ashore and put him in the St. Mary Hospital and called Dr. Hyde, Urologist. I chose a private room and sent radio to the Bureau for authority to give him a room at $4.00 per day. About 7:00pm Dr. Fowler, of Astoria, called me and said that relatives of Capt. Darling at Portland had called him up and told him to take charge of the case. I told him that this was satisfactory with us and that he should make proper explanation to Dr. Hyde which he said he would do. When Dr. Fowler went to the hospital Captain Darling was very indignant — Said that he did not want a change and that a niece of his had interfered and that he wanted Dr. Hyde to continue as that he had given him a lot of relief. I saw Captain Darling this morning and he expressed the same thought to me. Dr. Fowler has with-drawn from the case.
May 25	Br. S.S. "Langleecrag" – Inspected. Provisional to Portland. Boarded with Arrow Launch as Coast Guard boat was not available.
" 28	Br. S.S. Titan Inspected & Passed. – Rat inspection by Ad. Assistant O.K. Berg.

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162 [172] [1939] June 19	Radiogram received by C.G. Onondaga from Am. S.S. "Watsonville" enroute from San Pedro to Seattle, that there was an insane man aboard, and requesting that he be taken off at Astoria. Dr. Pilkington was notified and he went out on the "Onondaga" at 8:30 am to meet the vessel. The vessel was boarded 35 miles south and the patient was brought to Astoria. I found the patient to be suffering either from paranoia or a general hangover. He had been on a bender just before leaving San Pedro, but hadn't hand an liquor since, even at the insistence of the Captain who thought a drink or two might steady his nerves! The man appeared very nervous. He had been doing his work normally until the night of June 18, from which time he has been getting worse. He was watched very closely and is rational only at times. Requested instructions from Portland U.S.P.H.S. – instructions were given to obtain an attendant at [blank] per day plus travel and to send this man immediately to Morningside Hospital at Portland, Ore. Otto Manula, one time deputy sheriff was employed. Patient was taken to Portland on 5:30 P.M. train June 19th.
24	Greek "Adelfolis" Inspected & Passed (Mr. Stanley, Inspector)

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163 [173] **1939** July 1st	James Lindquist, Pt. Adams Sta, has every evidence of coming down with an attack of measles. His child has just recovered from that, and he has typical symptoms. The Public Health Service does not have facilities here for contagious diseases. Also this man came here under misrepresentation, his wife having come to the office one hour earlier stating that her husband had been examined by Major Murphy of Fort Stevens, and that they thought it was a bad case of influenza. The man was brought to the hospital in Army ambulance – but just before the ambulance arrived Major Murphy called from Fort Stevens stating that the man had measles. I immediately had the patient stopped before arriving in the hospital, and sent him back to the Fort, explaining to Major Murphy that we had no facilities, so that if they didn't want to keep him in the Army Hospital that they could send him home. He was taken to the Army Hospital where he remained.
July 30.	Br. S.S. "Chulmleigh" Inspected & Passed. Dr. assisted by O.K. Berg.

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[164(a) (174a)] [1939]	[Copy of typed letter] 211 U.S. Post Office Bldg., Astoria, Oregon, August 8, 1939. G.G. Holdt, Surgeon Medical Officer in Charge, U.S. Public Health Service, 215 U.S. Court House Building, Portland, Oregon. Dear Doctor Holdt: There is a patient in the Columbia Hospital whose eligibility I want you to decide on. The patient, John Johnson owned a fishing boat of over 5 ton, and was registered and enrolled in the Custom House at Astoria, Oregon. He last fished on this boat in the fall of 1938. Late in the fall he went to the Marine Hospital at Seattle, Washington, and was treated there some 7 ½ months for what he said was arthritis. His discharge shows that he left the hospital on July 7th, 1939. He sold his boat on July 31st, 1939, and does not expect to fish any more. He was taken sick yesterday afternoon at his home in Warrenton, and sent for Dr. Straumfjord who sent Dr. Boyden, one of his associates, to see the patient. Dr. Boyden sent patient to the Columbia Hospital last evening. His tentative diagnosis was pneumonia or pleurisy. This morning I was notified that the man wanted to come under the U.S. Public Health Service as a beneficiary. I went to see him, but did not examine him, and told him that I was not sure as to his eligibility. His claim is that he is allowed 60 days from date of his discharge, during which time he would be classed as a beneficiary of the U.S. Public Health Service. I asked him for a Master's Certificate, but of course he could not give one as he had sold his boat and no longer worked there.

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[164(b) (174b)] [1939]	I notified both him and the Columbia Hospital that the Public Health Service would authorize bills contracted only after we took the case over. Also that we would not be responsible for any of his doctor bills. According to Par. 615 and 630 of U.S.P.H.S. Regs. 1930, I guess he really is entitled to treatment as much as I am loath to give it to him on account of its very unreasonableness. Will you please give me your opinion in this case" Very truly yours, R.J. Pilkington, A.A. Surgeon USPHS RJP:amk
Aug 9, 1939	Long distance telephone call from Dr. Holdt informs me that the above mentioned case is ineligible to any benefits under the Public Health Service. He gives as reasons that the 60 days would not be allowed in this case for the reason that

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165 [175] [1939]	
	this man is no longer connected with the boat, having sold his boat and that the 60 days are also not allowed because that his present illness is not a continuation of the illness for which he was at the Hospital in Seattle.
August 9	Captain of S.S. "Munson" called me up this morning and asked me if our service would take care of the body of one of his seamen who committed suicide by jumping over board last night. Captain advised to go ahead, as the U.S.P.H.S. only takes care of the bodies when no one else doesn't and then only when he is a patient under care of P.H.S.
Aug 18	Greek S.S. Helen Kulukundis" Inspected 12:05 A.M. and Provisional Pratique given — Boarded in accordance with instructions from Portland Office. Vessel going to Longview.
1939 August 25th	Br. S.S. "TRECARRELL" Destination had been Vancouver. Radio yesterday afternoon instructed this vessel to stop off the Columbia River Lightship for orders on account of the fog and the large number of vessels in that area she took a pilot and arrived in Astoria at 4:30 this morning. At 5:00 A.M. the pilot informed me that she was in the quarantine grounds and that the captain would like me to board about 9 o'clock, as he and his crew were worn out and wanted to rest. Long distance telephone call to Dr. Holdt at Portland was to ignore the presence of the vessel unless she came to Astoria. Later on was informed by the Coast Guard that the Quarantine flag was up and that the vessel requested my presence. On boarding I found the vessel would be in the quarantine anchorage for an indefinite period as the captain was waiting news of events in Europe and instructions from the agents. As she will be compelled to enter customs at Astoria after here over 24 hours — inspection can be made after that time. I informed Dr. Holdt of my action and he approved say that he would keep in touch with the Agents of the vessel and that he would send the inspector down if necessary.
Aug 25	A large number of tuna and pilcharde fishermen are being refused dental treatment due to lack of funds. These men are here temporarily from down the coast as far as San Diego and up as far as the sound.

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166 [176] **1939** Sept 1st	Greek S.S. "Nicolass D.L" – Inspected & Passed. Boarded by Stanley.
18th	Dr. Pilkington left for 10 days leave
19th	Advised by Pilots that Greek S.S. "Maria Stathatos" was coming in quarantine anchorage to await further orders regarding further route. Portland office advised — Oscar Berg arrived at 7:30 P.M. — vessel boarded. Necessary to fumigate. Oscar Berg sent for fumigating crew. 9/20/39. Did not fumigate until morning of Sept 21st due to indecision of agents who had to wire to London for definite instructions. Fumigation completed 3:30 P.M. on 21st. Vessel had evidence of rats. Br. S.S. "Fawberry Tower" Inspected and Passed upon orders from Portland Office — Vessel came in port unexpectedly and Dr. Hyde went out to quarantine grounds — Learned that vessel was going to wait here for further orders – Provisional pratique given until further word received. Word received from Portland to give free pratique without inspection of holds, due to clean condition of vessel as well as past history!
Sept 27	Dr. Holdt (Med O. Charge) arrived from Portland with letter relieving Dr. Pilkington as A.A. Surg at this station.

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167 [177] **1939**	<u>Change of Dr. In Charge</u> Dr. Pilkington had been on leave and Dr. Hyde was in temp charge until Oct 1st. Dr. Hyde was instructed to remain in charge until Oct. 1st, at which time Dr. Vincil will take office. Dr. Pilkington will remain on payroll for 86 days longer as he has that much accumulated leave.
Oct. 1st.	Dr. F.H. Vincil has taken charge of U.S. Public Health Relief & Quarantine this date! [Last Entry in the Log]

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SUMMARY OF NAMES

including the federal public health officers, other persons, and the boats and ships
that are referenced in the log of the
Columbia River Quarantine Station from January 1, 1906 to October 1, 1939,
alphabetized by last name

USMHS, USPHS&MHS, and USPHS Officers	
Anderson, Acting Assistant Surgeon	Luckey, Josiah W., Acting Assistant Surgeon
Aselmayer, Passed Assistant Surgeon	Luelley, J.N., Acting Assistant Surgeon
Bartle, Ira B., Acting Assistant Surgeon	Magee, Assistant Surgeon, U.S.A. Transport
Blatter, Erwin W., Passed Assistant Surgeon	Surgeon
Dopmeyer, A.L., Sanitary Engineer	Magruder, G.,M., Senior Surgeon
Dunwoody, Captain, Coast Guard Service	Manning, Herbert Miller, Surgeon
Earle, Baylis Haynsworth, Assistant Surgeon	Mars, L.D., Assistant Sanitary Engineer
Ebert, Harvey Gustar, Past Assistant Surgeon	McKeon, Francis (Frank) Henry, Assistant Surgeon
Edwards, George P., Acting Assistant Surgeon	Meriwether, Frank V., Surgeon
Fellows, Dr., Medical Officer in Charge	Minthorn, Acting Assistant Surgeon
Fricks, Lunsford Dickson, Surgeon	Mohn, F.V., Acting Assistant Surgeon
Gale, R.G., Acting Assistant Surgeon	Moreland, Dr.
Glennan, A.H., Assistant Surgeon General	Parran Jr. Thomas, Surgeon General
Gwyn, Mathew K., Surgeon	Patterson, Alexander, Acting Assistant Surgeon
Hall, J.A., Senior Surgeon (R)	Pilkington, Robert J., Acting Assistant Surgeon
Hastings, George Hill, Assistant Surgeon	Spencer, Surgeon
Holdt, George G., Surgeon	Straw, E.E., Acting Assistant Surgeon
Holt, John Milton, Passed Assistant Surgeon	Tuttle, Jay Forrester, Acting Assistant Surgeon
Hyde, Leon Willet, Temp. Acting Assistant Surgeon	Wayson, N.E., Passed Assistant Surgeon
Kinyoun, Joseph J., Surgeon	Wickes, Henry W., Surgeon
Kratz, Frederick W., Passed Assistant Surgeon	Williams, Ralph Chester, Assistant Surgeon General
Krulish, Emil, Senior Surgeon	Wyman, Walter, Surgeon General

All officers listed above are either known or assumed by context to have served as commissioned officers in the U.S. Public Health Service or one of its predecessors agencies.

Other Persons	
Adams, Mr. B.C.	Lonberg, Albert
Allen, Dr.	Lox, A.L.
Anderson, Architect	Lucas, A.F., Captain
Anderson, David, 1st Mate	Ludby, John, Attendant, then Acting Deck Hand
Andrews, Dr. L.R., D.M.D.	Lulking, John, Deckhand
Babbidge, John Walter	Lynch, Bart, Acting Laundryman
Babbidge, James Garfield	Maack, John, Fireman
Babbidge, Wilber Walter	Manula, Otto, deputy sheriff
Bearman, Charles Henry, General Mechanic	Marsch, L.R., Temp. Employee, Mechanic, Laborer
Bearman, Charles' son, temporary caretaker	Martinez, V.

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Other Persons	
Other Persons (continued)	McCabe, William, Seaman
Becker, Crewman on Arline	McCauley, Hugh, Attendant
Berg, Oscar	McCulley, Construction Engineer
Boyden, Dr.	McCullouh, Kenneth P.
Brown, Captain for the Kinney Ship Company	Megnam, Captain
Bue, Hans, Assistant Post Master	Miyaki, Captain
Burris, John, Attendant	Mock, Crewman on Arline
Callendar, C.H., Mr.	Modun, Captain
Carlson, L.E., Inspector for Boilers	Murphy, Major
Carmelia, Quarantine Division	Nielsen, Captain
Carnahan, Clark, W., Collector of Customs	Norene, Roy, Head of Immigrationin Portland
Cheng Ah Sun	Olsen, John, Attendant
Clark, P.W., Naval Architect	Palmberg, C.G.
Clostermann, Mr., German Consul	Parker, Nola Mae
Coffelt, Capt.	Patch, Robert Stanley, Commander
Corland, Alvin, Junior Inspector	Patterson, Mr.
Cosovickh, Mike, Assistant County Assessor	Redmond, W., Stenographer Typist
Cronen, J.D., Attendant	Sassnett, L., Local Agent for Norwegian M.S.
Dale, John, Seaman	"Roseville"
Darling, Charles, Captain, SS American Robbin	Sato, T., Nurse
Dugan, Tim	Segal, Dr., Seattle surgeon
Dupen, Roy, Pharmacists Mate	Seifried, Frederick, Sailor
Dybuig, Mads H.	Shaw, Coastguardsman
Dyer, Mr., Assist. Mgr., Marine Const. Company	Shipley, L.T., Superintendent of Construction,
Erickson, Louis, Attendant	Architects Office
Estoos, Ole	Sloane, J.S.
Estoos, Theodor	Smith, John, Fireman
Forrstrom, Dr.	Smith, Seaman
Fossett, Mary	Sovey, Madge
Fowler, Dr., Astoria urologist	Sovey, Mrs. O.
French, George	Spalding, Dr.
Freshour, Deford, Coast Guard	Stanley, Mr., inspector
Gilge, S.K., 2nd Officer	Stendahl. Master of the Cornilia
Goodell, Marine Engineer	Straumfjord, Dr.
Graff, Assistant Surgeon	Stream, Peter, Surfman
Grant, Superintendent	Sundas, Elmer
Gregory, Captain	Svendsen, Niels A., Pilot
Gunderson, John	Swanson, Captain
Haggblom, J.E., Captain	Swetland, Howard P., Inspector in Charge
Halderman, C.W., Post Master	Taylor, Frank J., Judge
Hanila, Wayne, Seaman	Thompson, Captain
Hanson, Hilbert, Attendant	Thompson, Edward M, Fireman, Attendant, and
Hanson, Jens, Attendant	Engineer
Hart, Talford P.	Thompson, Maurice W., Gen., Wash. Nat. Guard
Harwood, Charles L., Coastguardsman	Tittenger, Mr.
Helmsly, F.S., Yeoman	Tomiguchi, T., Sailor
Helvick, Dagfin, Norwegian Seaman	Trogen, Myrtle A.

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Other Persons	
Other Persons (continued)	Trullinger, Georgia B., Cook and Attendant
Hemingway, Commander	Trullinger, Thaddeus, Mechanic and Attendant
Hill, Joseph, Able Bodied Seaman	Utti, Michael, Deckhand
Isackson, Richard, 3rd. Assistant Engineer	Vander Linden, Mr., Engineer
Ishikiriya, Ryasaku, Sailor	Vaughn, Dr. Frank, Contract Dentist
Iverson, Seaman	Vernon, Dr. Nellie S., County Health Officer
Janson, O.A., Master	Vincil, Dr. Frank H.
Johnson, John, Attendant	Von Beyer, Dr.
Johnson, Mathew, Attendant/Deckhand	Walker, Dr. D., Contract Dental Surgeon
Kann, Bar Pilot	Walker, Dr. Paul, Contract Dental Surgeon
Kern, Herman	Washer, Anna M., Office Assistant
Kikuchi, Makoto	Weldon, Dr., Medical Officer
Klegen, Dr.	Willard I Rush
Kuzmanich, Anne, Attendant, then Junior Clerk	Williams, Frank E., Attendant
Lamb, R. D., Collector of Customs In Charge	Williams, Fred, Construction Engineer
Larsan, Captain, River Pilot	Williamson, Nels M., Attendant
Larson, Nils E.	Wygant, Custom House
Lervick, Jens, Temporary Attendant, Acting Fireman	
Lilech, Mr.	
Lindquist, James	

Persons listed above either were or are assumed by context to have been civilians who were associated with the CRQS in some way or officers of other (non-USPHS) federal agencies.

Ships/Boats **SS=Steam Ship MV=Motor Vessel MS=Motor Ship Str=Steamer (small steam powered ship)**	
# 88, US Light ship	Lundly, Danish MS
#266, CG Patrol	Malaya, Danish MV
Adaline Smith, SS	Manning, Revenue Cutter
Adelfolis, Greek	Manzanita, Light House Tender
Admiral Day	Margaret Dallax, American SS
Akutan, Str	Maria Stathatos, SS
Alaska, Norwegian SS	Markleigh, British SS
Algonquin, US Coast Guard Cutter	Masunda, British SS
America, Str	Mauna Ala, American SS
American Robbin, American SS	Meigen Maru, Japanese SS
Andreas, Greek SS	Memnon, American SS, Alaska Cannery Ship
Anglo-Australian, British SS	Michigan
Anneliese Esslungen, German MS	Monkleigh, British SS
Anyo Maru, Japanese SS	Moorly, British SS
Anyox, Canadian SS	Mount Atlas, Greek SS
Arctic, American Str	Muendal, US Eng. Tug
Ardenbahn, British SS	Munson, SS
Arline, gas troller	Nabisna, SS
Arlington Court, British SS	Nalisement, British SS

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Ships/Boats (continued)	Nann Smith, Steam Ship
Aaron Ward # 132, USS Destroyer	Navarino, British SS
Arrow No. 3, tug/launch	Nebraskan, SS
Artemisia, British SS	Neils Nelsen, Norwegian SS
Astoria, American Motor Schooner	Nemea, Greek SS
Astoria, Danish MS	Neotsfield, Str
Asuncion, Str	New Westminster City, British SS
Athena Levonas, Greek SS	Newton Ash, British SS
Aurora, Swedish MS	Niceto de Larrinags, British Str
Barrwhin, British SS	Nicolass D.L., Greek SS
Barrington Court, British MV	Ninna, Danish SS
Batal, Dutch SS	Nordbo, Danish MS
Baxter Gate, British SS	Nordfarer, Danish MS
Beaconsfield, British SS	Nordhault, Norwegian MS
Beljeanneuime, Norwegian MS	Nordkap, Danish MS
Bellingham, American SS	Nordles, Danish MS
Belpareil, Norwegian MS	Nordpol, Danish MV
Benaroum, British SS	Nordvard, Norwegian MS
Bengalen, Dutch MS	North King, Str
Benwood, Norwegian SS	North Star, Str
Bereby, British SS	Northern Pacific, Str
Besholt, Norwegian MS	Noumea, Panama MS
Bidell, USS Destroyer	Novarino, British SS
Bolivier, Belgian SS	Nulja, Swedish MS
Bonneville, Norwegian MS	Nyhorn, Norwegian MS
Boulderpool, British SS	Nyhaug, Norwegian MS
Bradford City, British MS	Onondaga, US Coast Guard Cutter
Brand, Norwegian MV	Orangemoon, British SS
Brandanger, Norwegian MS	Oregon, American SS
Brandywine, American SS	Ousebridge, British SS
Brazil Maru, Japanese SS	Patal, Dutch SS
Breakwater, Steam Ship	Pennsylvania, American SS
Brighteton, British SS	Penrose, British SS
Burgess, Levi G., Bark	Phaeax, Greek SS
California Express, Norwegian SS	Phyllis Soto, American SS
California, Am SS	Premiro, Norwegian MS
Camden, tanker	Prince Rupert City
Cape Horn, British MS	Pyashirs, British SS
Castlemoon, British SS	Quarrington Court, British SS
Catherine Radcliffe, British SS	Racina, Yugo-Slavian SS
Chien Yuen, Chinese SS	Ramillies, British SS
Chulmleigh, British SS	Raykuyo Maru, Japanese SS
City of Victoria	Red Sea, British SS
Concord, USS	Redwing, US CG Cutter
Cornelia, SS	Riley, British MV
Cressington Court, British SS	Ringwood, Norwegian MV
Crown City, American MS	Rio Dorado, British SS
Danwood, Norwegian MS	Rose, Light House Tender

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Ships/Boats (continued)	Roseville, Norwegian MS
Daring, tug	Rossington Court, British SS
Deleroy, British SS	Rakuyo Maru, Japanese SS
Demteston, British SS	Salawali, Dutch MV
Dicto, Norwegian SS	San Clemente, Str
Donnington Court, British SS	San Phillip
Danwood, Norwegian MS	Sandpiper, USS Destroyer
Eastern Knight, American SS	Sangsetad, Norwegian MS
Eastern Prince, British SS	Saparsea, American SS
Eddington Court, British	Sheaf Holme, British SS
Edwin M. Christensen, SS	Sherman, U.S. Army Transport
Ekatontachons Drscaulis, Greek SS	Shinafa Maru, Japanese SS
Electro, US Quarantine Str	Shinsei Maru, Japanese MS
Eleni, Greek SS	Shoslu Maru, Japanese MV
Elg, Norwegian MV	Shumsei Maru, Japanese SS
Elstrie Grange, British SS	Shunsho Maru, Japanese SS
Emden, German cruiser	Siam, Danish MV
Ernebank, British MV	Silveray, British MS
Errington Court, British SS	Silverbelle, British MS
Eugenia Chandris, Greek SS	Silverguava, British MV
Everleigh, British SS	Silvermaple, British MV
Falsleslio, Swedish MS	Sinnington Court, British SS
Fermia, Swedish MS	Sithonia, Steam Ship
Filleigh, British SS	Skagern, Swedish SS
Forest, British SS	Somersby, British SS
General Sherman, American SS	Somodono Maru, Japanese SS
Getsuyo Maru, Japanese MS	Southgate, British SS
Getuyo Maru, Japanese MV	St. Francis, Ship
Giddington Court	St. Nicholas
Gemmi Maru	Stanley Dollar, American SS
Golden Dragon, American SS	Steppe, SS
Golden Hind, American SS	Stjerneborg, Danish MS
Golden River, American SS	Suparaea, Dutch MS
Golden Wall, American SS	Suma, American MS
Hadeigh, British SS	Swainly, British SS
Høegh Transporter, Norwegian MV	Swallow, USS
Hakubasan Maru, Japanese MV	Swinnington Court, British SS
Hakushiba Maru, Japanese “SS	Sydland, Swedish SS
Hama, German MS	Sylva, Greek Str
Harbledownleawn, British SS	Tachibana Maru, Japanese SS
Hartlepool, British SS	Taian Maru, Japanese SS
Heathcat, British SS	Taisai Maru, Japanese training ship
Heather, Lighthouse Tender	Taksei Maru, Japanese SS
Heiei Maru, Japanese SS	Tamahoko Maru, Japanese SS
Heina, Norwegian MV	Tampei, Japanese SS
Helen Kulukundis, Greek SS	Tatsaka, Japanese SS
Hermatries, British SS	Tedinnick, British SS
Hermia, Norwegian MV	Telesfora de Larrinaga, British SS

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Ships/Boats (continued)	
Hulda, service launch	Tempei Maru
Iddasleigh, British SS	Temple Pier, British SS
Illinois, American SS	Temple Yard
Imperial Monarch, British SS	Texas, American SS
Imperial Valley, British SS	Thistleglen, British SS
India, Norwegian MV	Tigne, Norwegian MV
Induna, British SS	Tilsington Court, British SS
Innismoon, British SS	Titan, British SS
Iowa, American SS	Toksei Maru, Japanese SS
Iwatisan Maru, Japanese SS	Tolken, Swedish SS
JA Moffett	Tolton Maru, Japanese SS
Jeanne D. Arc, French war vessel	Trecanel, British SS
John Bakke, Norwegian MS	Trecarrell, British SS
Junyo Maru, Japanese SS	Trelissik, British SS
Kaeston, Greek SS	Treloske, British SS
Kasher Maru	Treveslen, British SS
Kashu Maru	Tribartha, British SS
Kasten, Greek SS	Tuisei Maru, Japanese training ship
Keats, American SS ___	Tymeric, British SS
Kensington Court, British SS	Uffington Court, British SS
Kentuckian, American SS	Ulla, Danish SS
Kentucky, American SS	Undine, Str
Kilburn, F.A., Sloop	Uyo Maru
Kina, Steam Ship	Vancouver, Canadian Destroyer
King Frederick, British SS	Victoria City, British
Kinkasau Maru, Japanese SS	Vido Maru
Kota Inten, Dutch MS	W.B. Fling, Bark
Konan Maru, Japanese SS	Washington Express, Norwegian MV
Koyo Maru, Japanese SS	Watsonville, American SS
Lagnician, British SS	Wawona, SS
Langleecrag, British SS	Wellington Court, British SS
Langleeford, British SS	West Honaker, American MS
Langletain, British SS	Wightman, Launch
Larchbank, British MS	William L. Thompson, SS
Lavington Court, Japanese SS	Wisconsin
Lina L.D., French SS	Woyo Maru
Lindley	Yajin Maru, Japanese SS
Llamishen, British SS	Yashu Maru, Japanese SS
Loch Maddy	Yayoi Maru, Japanese SS
Loch Ranza, British SS	Yonan Maru, Japanese SS

When a country of origin or registration is not shown above for a ship, this information was not provided in the notes entered in the log and assumptions regarding the country have not been made.

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Appendix

The following pages provide further information about many of the officers, other individuals, ships, boats, and terminology that are found within the Columbia River Quarantine Station log. Each entry can be accessed directly from the log wherever you see words highlighted in blue or purple, and are not intended to be reviewed in the order presented here (the entries encountered on the following pages are presented simply in the order in which they were added to this appendix). These appendices primarily will be accessed from the hyperlinks found within the log itself.

This information will be updated as further research is carried out and entered into this document, and updates will be noted by the date shown on the cover of this log.

Please contact the Knappton Cove Heritage Center (knapptoncove@gmail.com) if you have information that should be considered for addition to these appendices, or identify errors that should be corrected.

Thank you for your assistance with this long-term work in progress.

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George Hill Hastings

Last Updated: June 21, 2020

Personal History

Born in Elizabethtown, Kentucky on January 9, 1874, and Louisville, KY High School. He received his MD from the University of Virginia in 1895. On October 23, 1907, he married Mary Garvin Brown, with whom he had a son, Robert Pusey Hastings in 1910. It is possible that Mary died during or soon after childbirth, as her death is listed in the same year. He married Helen Morodoff Newlin on February 3, 1915, with whom he had Thomas Newlin, Helen Hadley, and Edith Hill Hastings. Dr. Hastings died February 14, 1948 in Los Angeles.

Professional History

Dr. Hastins interned at the US Marine Hospital in New York in 1895-6, and he joined the US Marine Hospital Service (USMHS) in 1897, assigned to New Orleans as an Assistant Surgeon. Then in 1898 he was in Middlesborough, KY as AS, and in 1899 he was in Astoria as an AS, overseeing the establishment of the Columbia River Quarantine Station (CRQS), including helping to identify the site for the station and the initial physical improvements necessary for the wharves and eventual pesthouse. Transferrring in 1901, he was in Los Angeles and Bakersfield as an AS and, in 1902, he was promoted to Passed Assistant Surgeon but resigned from the Corps that year. After his career in the Public Health Service, he was the House Surgeon at the New York Eye and Ear Infirmary and by 1904 he was in private practice in Los Angeles. In 1906, he was an attending physician in ear, nose, and throat surgery in Los Angeles, and then in 1907 he was a professor of diseases of the ear, nose, and throat at the University of California College of Medicine

Sources

1. The station log for the Columbia River Quarantine Station, 1899-1939
2. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital Service 1897
3. Public Health Reports (various years)
4. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years)
5. Annual Report of the Surgeon General of the Public Health Service (various years)
6. Photo from https://keck.usc.edu/otolaryngology/about-otolaryngology-head-neck-surgery/full-department-history

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7. Who's Who on the Pacific Coast, 1913
8. Ancestory.com
9. Findagrave.com

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Jay Forrester Tuttle

Last Updated June 24, 2020

1

2

Personal History

Born in Nottingham, New Hampshire in December 21, 1841, Jay Forrester Tuttle attended Pembroke and Exeter Academies, and graduated from the New London Academy in 1862. He was scheduled to attend Harvard University, but the outbreak of the Civil War interrupted those plans. He married Emily Abbott on November 8, 1868 in Antioch, California, where he'd been sent by his parents at the outbreak of the war to practice pharmacy. Emily died on March 30, 1871. Then, on March 26, 1873, he married Emma Lois Winkler in Empire City, Oregon, where he had moved to study medicine with Dr. C.W. Tower, a personal friend. He then attended Willamette University, receiving his medical degree there in 1880. With Emma, he had four children: Arthur C. Tuttle, Nancy T. Gardner, Nettie E. Hunter, and Jay Tuttle, Jr. Dr. Tuttle moved to Astoria from Portland on May 4, 1880. The photo of Dr. Tuttle on the left shows him as a young man. He died of bronchopneumonia at age 81 on December 14, 1923 and was buried at Ocean View Cemetery in Warrenton, Oregon. His physician at the time of his death was Dr. Pilkington.

Professional History

During Dr. Tuttle's time in coastal Oregon, he served as the president of Sultan Trout Farms, the secretary of the Masonic Land and Building Association, the secretary of the Pythian Land and Building Association, and, from 1874 to 1876, he was the Sheriff of Coos County. From 1880 to 1882, he was the Deputy State Health Officer for Oregon, and Astoria's City Health Officer for all or parts of the period from 1881 to 1890. He became an Acting Assistant Surgeon with the USMHS beginning in 1892, holding that rank until his retirement at age 81 on December 31, 1922. In the photo on the right he is shown in his uniform as a USMHS officer. While the Station Log does not cover the years prior to 1906, newspaper articles note that a Dr. J.A. Fulton served as an acting surgeon for the USMHS on at least a few occasions. Over the course of his career as an Acting AS, he had many temporary assignments with the Columbia River Quarantine Station. During his years of professional service, he also was a state

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senator for Clatsop County from 1903 to 1905, and was elected president of the Clatsop County Medical Association. Notably, Dr. Tuttle was instrumental in influencing the local priest, Father Diehlman, to push for the Sisters of Providence at St. Vincent's hospital in Portland to found a hospital in Astoria for sick sailors, since no such facility for sailors was present in Astoria at the time. In "*The Doctor in Oregon*", Dr. Tuttle is described as "*a good family doctor and a pleasant, agreeable gentleman, but with little training or aptitude in surgery*" though he clearly served his state and community well despite any such shortcomings.

Sources

1. Photo from the collection of Nancy Bell Anderson
2. Photo Courtesy of the Clatsop County Historical Society
3. Public Health Reports (various years)
4. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years)
5. Annual Report of the Surgeon General of the Public Health Service (various years)
6. Wills, Vol 1-2 1866-1924, Minute Book of the Probate Court of Clatsop County, 1850-58, page 624
7. Olog Larsell, The Doctor In Oregon – A Medical History, p.284
8. Who's Who on the Pacific Coast, 1913, p. 573
9. Oregon State Board of Health Permit for Burial or Removal, dated December 15, 1923
10. The Daily Astorian, November 21, 1888, October 30, 1900, and November 15, 1900.

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Bistoury
Last Updated June 25, 2020

Bis·tou·ry (bis'tū-rē)

A bistoury is a long, narrow-bladed knife, with a straight or curved edge and sharp or blunt point which is useful as a probe. It is used for opening or slitting cavities or hollow structures.

The word is from the French, bistoury, or from an Italian dialect as bistori, perhaps from Pistoia, Italy.

Sources

1. Antique Urological Bistoury by Lollini – Phisick, Medical Antiques; Phisick.com
2. https://medical-dictionary.thefreedictionary.com/bistoury

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John Edward (or Erick) Haggblom

Last Updated June 25, 2020

(No photos found)

Personal History

John Edward Haggblom was born February 20, 1866 in Mariechan, the Aland Islands, Finland to Mathias (Mattis?) Haggblom and Erica Elina (Eureka?) Fargarstrom. Mr. Haggblom had two sisters, Ellen (Gallant) and Lillie (Erickson), and two brothers, Mathias and Charles. Speaking Swedish as a child, he immigrated to the United States in 1887. He married Erika Elizabeth Hendrickson (or Eriksdotter) in Portland, Oregon, in 1895. Together, they had a daughter, Hilda (or Hulda) and a son, John William Haggblom, who died by drowning in 1906. He built the family's home in 1915, and died March 11, 1938 in Seattle, Washington, of transverse myelitis following a few months of illness.

Professional History

Mr. Haggblom left home and went to sea as a sailor at age 14. After six years as a sailor, he moved in 1887 to Buffalo, New York, then on to Michigan to work in a sawmill. Moving on the Victoria, British Columbia, and to Reevers Inlet, Alaska, he then moved to California, working at a lumber camp for a year before moving to Vancouver, Washington to work at a quarry and then, for almost 20 years, as a fish buyer. He built the launch Louise in 1901 and, with a partner, Charles Larson, worked in fishing and odd jobs. In 1907 he went solo, building a new launch, the steamer Hulda I, operating it until 1911, receiving his master mariner certificate during that time. The steamer Hulda was named after his daughter, who was a student at the Astoria Business College at the time. Mr. Haggblom proposed the use of the Hulda as a launch for the CRQS, but this does not appear to have been approved. He was made the pilot of the station's Donald Currie launch in 1913, on which he worked until his retirement.

As noted in the log, besides that of launch pilot, Mr. Haggblom served in a variety of service roles for the station between 1913 and his death in 1938.

Sources

1. Find a Grave
2. E.B. Hughes Mortuary records
3. Washington State Select Death Certificates
4. U.S. Census, 1910, 1930
5. CRQS Log
6. Astoria City Directory (several years)
7. Ancestory.com

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Officer Ranks

Last Updated June 25, 2020

Designations of rank or title for physicians at the time the CRQS was in operation were as follows:

Abbreviation	PHS Rank	Compare to:
Temp	= Temporary rank assignment; physician likely was a civilian in a Commissioned Officer's role	
Acting	= Temporary service assignment, also likely of a civilian in a Commissioned Officer's role	
AS	= Assistant Surgeon…… …….	[Compare to Navy Lieutenant Junior Grade, or O-2]
PAS	= Passed Assistant Surgeon…	[Compare to Navy Lieutenant, or O-3]
Surg	= Surgeon…… …	[Compare to Navy Lieutenant Commander, or O-4]
Insp	= Medical Inspector……	[Compare to Navy Cmdr., or 0-5] and, more recently
Sen Surg	= Senior Surgeon…… ……	[Compare to Navy Commander, or 0-5]
Director	= Medical Director……	[Compare to Navy Captain, or 0-6]
Dr.	= If no rank citation could be found, the designation of "Dr." is used since all CRQS medical directors were physicians, and this physician likely was not assigned to a Commissioned Officer role	

Following the practice used by the Navy, new medical officers were commissioned as an "Assistant Surgeon." After a period of satisfactory service, and having passed an examination by the agency's medical board, an officer would be promoted either to the rank of "Surgeon" or, if no vacancies at that rank were available at the time, the designated rank of "Passed Assistant Surgeon" was used until full promotion to a vacant Surgeon position became available.

Ranks and titles used in the log are those held by the officer at the time of his assignment at the Columbia River Quarantine Station.

Sources

1. Santa Fe New Mexican, July 26, 1907
2. Quarantine Officers Blogspot (https://quarantineofficers.blogspot.com/2016/09/henryw.html)
3. North Carolina medical journal, 1897
4. Journal of the American Medical Association, November 28, 1891, pp 859-60
5. James A Wier, "19th Century Army Doctors on the Frontier and in Nebraska," Nebraska History 61 (1980); pp 193-95

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PHS History

Last Updated July 16, 2020

Public Health Service Organizational History

On July 16, 1798, President John Adams signed the "*Act for the Relief of Sick and Disabled Seamen*," and the following year the Act was extended to all U.S. Navy officers and sailors. Hospitals of the new Marine Hospital Service were then set up along the coasts and primary waterways of the country to serve Navy and other seamen. By 1801, there was a federally owned marine hospital at Washington Point, Virginia, and soon there were similar hospitals in Boston, Newport (Rhode Island), New Orleans, and Charleston (South Carolina). In 1870, the locally owned hospitals that made up the Marine Hospital Service were formally organized by Congress under a supervising surgeon, a position that then became the surgeon general in 1902. John Maynard Woodworth was the first supervising surgeon in 1871, but wasn't called that until 1875. He established the initial standards for applicant examinations and uniforms for the corps of career physicians in the service. In 1889, the United States Public Health Service Commissioned Corps was established, which was organized with titles and ranks similar to that of the military. In 1902, the Marine Hospital Service became the Public Health and Marine Hospital Service, which was further reorganized as the U.S. Public Health Service in 1912.

From its beginnings in 1798 until 1939, the Marine Hospital Service (MHS) was within the Treasury Department. In 1939 (and during World War II), the USPHS was transferred to the Federal Security Agency, and then in 1953 to the Department of Health, Education, and Welfare (DHEW). A departmental reorganization of DHEW in 1979 resulted in the USPHS moving to its current agency home, the Department of Health and Human Services (DHHS), though no longer is there an agency called the USPHS. Now, USPHS Commissioned Officers are assigned to one of the many DHHS agencies, or even to other federal departments and agencies, to serve the nation's public health needs.

Sources

1. https://www.usphs.gov/aboutus/history.aspx
2. https://www.nlm.nih.gov/exhibition/phs_history/intro.html
3. COA/COF June-July 2020 Monthly Update, sent July 16, 2020

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Robert James Pilkington

Last Updated June 26, 2020

Personal History

Born in San Francisco in 1869, Robert Pilkington was the son of John B. Pilkington, a long-time Portland physician from Rhode Island, and Morella (Lillie?) Whitcom. Robert's grandfather, James P. Pilkington, came to the U.S. from Manchester, England, in 1825, establishing a cotton mill in Providence, RI before moving to San Francisco in the 1850s by an oxen-pulled covered wagon. Robert had three brothers, Harold, John, Guy, and Paul, and a sister Gladys, with Robert the next to oldest. The young Dr. Pilkington moved with his family to Oregon in 1871 and graduated from the Portland High School in 1887. After high school, he was in the charter class of Company I, 1st Regular Oregon National Guard. He obtained his MD degree at age 20 in 1890 from Willamette University in Salem, OR (which later became the University of Oregon Medical School), the youngest student at that time to graduate from an Oregon medical school. In 1891, he married Loto S. Brown, with whom he had two children, one of whom died as an infant (Margaret Emma) and the other, Lorenzo, born in July of 1892, and who served in the Navy. Lorenzo died at the age of 30 while in the merchant marine service after the war. Dr. Pilkington died in Astoria on April 2, 1944. During his time in Astoria, he served as president of the Clatsop County Medical Society.

Professional History

Dr. Pilkington first practiced medicine in Idaho for two years on the Nez Perce Indian Reservation, then in Pendleton, Oregon and on the Umatilla Reservation for two years. He then moved to Antelope, OR, to practice medicine for six years before receiving post-graduate training in 1900 in New York, after which he moved to Astoria in 1901 where he established a general medical practice. From 1903 to 1909, he was designated at the Astoria city physician, and in 1905 he began a series of temporary assignments with the PH&MHS at the CRQS as an Acting Assistant Surgeon, including periods in July 1907 and then again in 1926. On June 28, 1928, he was assigned as "in charge" of the CQRS and Relief Station #204 (the medical clinic), under the supervision of Surg Gwyn, and then as Assistant Quarantine Officer on January 27, 1933 under Surg Krulish (and successors) until September 27, 1939 when he was relieved of duty as Acting AS at the station just prior to the closure of the station. He is not listed in the Official Register of the United States in any of the editions reviewed, so he appears to have remained a non-commissioned Acting AS during his time with the PHS.

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Robert James Pilkington

Sources

1. Photo Courtesy of the Clatsop County Historical Society
2. Find A Grave Memorial
3. The Doctor in Oregon, p. 287
4. Lockley, Fred, History of the Columbia River Valley, From the Dalles to the Sea, Vol 3, S.J. Clarke Publishing Co., 1928, p. 309
5. 1880 U.S. Census
6. Multnomah County Marriages Vol 8, p. 390
7. The Oregonian, April 4, 1944
8. The Dalles Times-Mountaineer, Souvenir Edition, January 1, 1898

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Henry Welsh Wickes

Last Updated June 26, 2020

[*No Photos Have Been Located*]

Personal History

The son of a prominent Maryland judge, Peregine Wickes, and Henrietta Catharine Welsh, Henry Welsh Wickes was born in Pennsylvania May 22, 1869. He went on to graduate from the University of Maryland School of Medicine April 14, 1892, having received the McKew Prize for medicine at the school. He married Josephine Craig May 27, 1895, and they had two children, Henry Welsh Wickes, Jr. in 1902, and Josephine B Wickes in 1909. He separated from Josephine about 1914, and married Willie Eugenia Henderson on December 28, 1916, with whom they had a daughter, Madelon Barbara Wickes, in 1918. On July 20, 1926, while assigned to the Columbia River Quarantine Station, he died of appendicitis.

Professional History

Dr. Wickes was commissioned as an Acting Assistant Surgeon by the US MHS on April 24, 1983, and promoted to Assistant Surgeon on May 25, 1894. The following summary of Dr. Wickes' career with the USMHS/USPH&MHS/USPHS borrows heavily from an excellent source, the Quarantine Officers Blogspot (see source citation, below).

Dr. Wickes had a wide variety of important assignments during his career. In 1896, he was deployed to assist with an outbreak of smallpox in Memphis, TN. The following year he was transferred from Baltimore to Boston and, on May 16, 1899, he was promoted to Passed Assistant Surgeon before being transferred to Glasgow, Scotland near the end of that year. His duties in Glasgow included the enforcement of United States quarantine regulations on ships before they left for America. In 1900 in Glasgow, he discovered the possible presence of plague bacteria in bone dust that was being shipped from Bombay, India. Based on this, Surgeon General Walter Wyman halted the importation of bone dust into the United States. From March 12, 1903 to September 27, 1906, Dr. Wickes served at the Reedy Island Quarantine Station in Delaware, and then at the New York City quarantine station from September 28, 1906 to June 17, 1907. During his tour of duty in New York, he was temporarily assigned to the nearby Perth Amboy, New Jersey quarantine station in 1907 before being ordered to New Orleans for a tour from April 8, 1908 to November 1909. His next duty station was in Cairo, Illinois from November 1909 to 1912. He was promoted to the rank of Surgeon during this time. He had a brief posting in Boston in 1913, during which time he conducted examinations of immigrants who were arriving in New Bedford. His next duty station was in Detroit, MI from 1914 to 1916, and he then received orders to with an infantile paralysis (polio) epidemic that had hit New York City.

On June 4, 1919, Dr. Wickes reported to Buffalo, New York, and then on to Evansville, Indiana. From September 4, 1919 to September 17, 1922 he was in charge of the Marine Hospital in Cleveland, Ohio, and then was transferred to the USPHS offices in Washington, DC, where he worked until June 3, 1923. The following day he was transferred to take charge of the Boston Quarantine station, where he oversaw the completion of the station buildings that were under construction as a result of a typhus epidemic in 1921. Dr. Wickes also managed a laboratory during this time that had been established at the Boston quarantine station for the examination of rats for plague. On October 20, 1924, he received

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his final transfer orders, taking him to the Columbia River Quarantine Station, where he died on July 20, 1926 at the age of 57.

Sources

1. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital Service 1897
2. The National Medical Review
3. Official Register of the United States
4. Public Health Reports (various years)
5. Quarantine Officers Blogspot, https://quarantineofficers.blogspot.com/2016/09/henryw.html, Saturday, December 10, 2016

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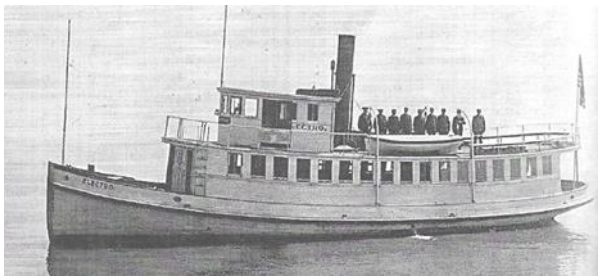
Electro (Launch)

Last updated June 27, 2020



Ship's History and Role

This launch was built about 1899 at the Knappton Mill Boat Yard and was used by station personnel to navigate across the Columbia River between the docks in Astoria and Knappton Cove. It was leased from the Babbidge family in Astoria for $260 per month. It was in use from at least April 3, 1901, when it was mentioned in the guest book at the station, until at least August 6, 1910, when it is last mentioned in the station log.

Sources

1. Photo courtesy of the Columbia River Maritime Museum
2. Anderson, Nancy Bell, The Columbia River's "Ellis Island": The Story of Knappton Cove, 2002, p. 48
3. Columbia River Quarantine Station log

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Onondaga

Last updated June 27, 2020

Ship's History and Role

This ship is first referenced in the station's log on February 18, 1935, and its last reference is on June 19, 1939. The United States Coast Guard cutter Onondaga (WPG-79) was built in Bay City, Michigan at the Defoe Boat Works and commissioned on September 11, 1934. Until 1941, the Onandago was stationed at Astoria, Oregon, providing a maritime law enforcement role and rendering assistance to ships and their crews around the mouth of the Columbia River. The Onandago also served near the Pribilof Islands during seal migrations helped to prevent illegal harvesting of halibut. On January 12, 1936, the crew of the Onandaga responded to a distress call from the American steamship Iowa, but was unable to reach her time to save the 34 crewmen who were lost when that ship foundered near Cape Disappointment, Washington. In November of 1941, the Onandaga was transferred from the Coast Guard to the Navy and was moved out of the Astoria area, though it again was called upon to assist a merchant ship, the Mauna Ala, when it grounded on Clatsop Beach in Oregon in December of 1941 during a blackout test. Thirty-six crewmen were rescued as a result of her efforts that time.

During World War II, the Onondaga was part of a group of patrol boats and aircraft to help secure the Aleutian Island chain, particularly near Dutch Harbor, and remained in that area until the war ended. After the war, the Onondaga was transferred from the Navy back to the Treasury Department on January 1, 1946 and was placed on patrol duties operating out of Astoria once again. It was involved in the rescue of survivors of the SS Yukon that had wrecked near Seward, Alaska on February 4th of that year. The Onondaga was decommissioned by the federal government on July 24, 1947, and then sold to the Foss Launch and Tug Company in Seattle in December of 1954. Sometime after that, the Onondaga met a non-illustrious end, sinking in the Lake Washington Ship Canal in Seattle.

Sources

1. Wikipedia: https://en.wikipedia.org/wiki/USCGC_Onondaga_(WPG-79)
2. Columbia River Quarantine Station log
3. History link.org: https://www.historylink.org/File/11007

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Ole Estoos

Last Updated June 29, 2020

Personal History

Ole Estoos was born in May of 1866 in Norway to Gunhilde (Arneson) Estoos and had at least one sibling, a brother named Theodore. He immigrated to the United States in 1885 (or 1887), followed in 1891 by his mother. Mr. Estoos married Nora Sophia Bollinger Lynch on January 30, 1909, with whom he had sons Daryl Andrew Loren Estoos and Norman Theodore Estoos. Ms. Lynch had been a teacher at Knappton, and this was her second marriage. She had three living children: a son, Bart B. Lynch, and two daughters, Viola and Imogene. The 1930 census indicated that Mr. and Mrs. Estoos owned their home in Knappton, valued at $1,000, and also owned a radio. Mr. Estoos died April 4, 1954 and was buried in the Greenwood Cemetery in Astoria.

Professional History

In the 1890s, Mr. Estoos worked as a fisherman and a carpenter, and is noted to have owned a farm. Beginning in 1904 he began a series of jobs at the Columbia River Quarantine Station, starting as an attendant there. His first mention in the log was on January 4, 1906 when he helped to place "*13 feet of new galvanized iron stove-pipe on the stove in the waiting room of the Men's side of the bathrooms on the disinfecting wharf*." In 1908, he was shown to be an engineer at the station and continued in this role for many years. His brother Theodore also is known to have worked at the station as a carpenter. Ole Estoos was notified by the government that he would need to retire in 1931, but he wanted to work for two more years. His last mention in the log is on July 1, 1933 when he had to retire due to his age.

Sources

1. Find A Grave Index: Ole Estoos
2. Daily Astorian Sunday Jan 31, 1909 p. 3
3. Oregon Marriage Records, Clatsop County 30 Jan 1909
4. 1900, 1920, and 1930 census
5. Astoria City Directory for the years: 1890, 1894, 1902, 1904, 1906, and 1908

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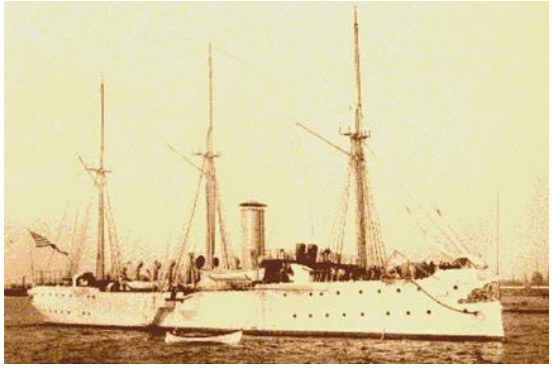
Concord

Last updated June 29, 2020



1

2

Ship's History and Role

The following information borrows heavily from the *Spanish American War Centennial Website*, cited below:

The USS Concord was a three-masted schooner with a 3405 hp coal fired steam engine driving two propeller shafts. The hull and machinery for the Concord cost $490,000 when it was built, and was commissioned on February 14, 1891.

The photo on the left, above, shows the Concord while on duty. The Concord had a significant career that ranged from the East Coast, the West Indies, South America, and the Gulf Coast before heading for the Pacific Ocean. She participated in a protective role for fur seals and scientific studies to improve charts for the Bering Sea. In 1894, she underwent repairs in San Francisco before returning to duty off Alaska. Then, while being fitted out for duty in the Far East, Commodore Dewey ordered the Concord to transport a large quantity of ammunition, leaving port on January 8, 1898. The Concord was built as a patrol gunboat, intended for use on inland waterways and rivers and for blockade duty since she was not armored for naval fleet battles and had only limited weaponry (14 guns, the largest having a bore of only 6 inches and which now are located at the Woodland Park Zoo in Seattle, Washington). In spite of this, she served at Manila Bay, entering the bay on May 1, 1898 with Commodore Dewey's fleet and came under fire. The Spanish fleet was engaged and destroyed in this battle of the Spanish American War. The Concord also helped to transport troops to disarm artillery on Corregidor.

After Manila fell, the Concord cruised the Far East, but returned to the Philippines for patrol and bombardment duty in December, staying until June of 1901 when she returned to San Francisco by way of Alaska. She was briefly decommissioned in 1902, but returned to duty in June of 1903 for cruised from Panama to Alaska and Hawaii before being decommissioned again in August of 1904 in Bremerton, Washington. However, in September of 1905, the Concord was again commissioned into service for duty in the Philippines until early 1906, then to China until 1908. She was stationed then in Guam until heading back to Puget Sound in October of 1909, with her final decommissioning in November of that year.

She served as a barracks for the Naval Militia of Washington, and then On June 15, 1914 she was transferred to the quarantine station in Astoria, becoming available for use as temporary quarters for

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Concord
immigrants during the inspection and fumigation process on April 15, 1915. It was moored to the dolphins west of the old cannery facilities (see photo on the right, above), and was in use there until it was returned to the Navy on March 19, 1929. The Concord then was sold in June of that year. **Sources** 1. Image courtesy of Jose Poncet, http://www.spanamwar.com/concord.htm 2. Image from Anderson, Nancy Bell, The Columbia River's "Ellis Island": The Story of Knappton Cove, 2002, p. 59 3. Patrick McSherry ,The Spanish American War Centennial Website, http://www.spanamwar.com/concord.htm

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Baylis Haynsworth Earle

Last Updated June 29, 2020

1

2

Personal History

Born at Deep Creek Plantation in Anderson, South Carolina on February 20, 1870, Baylis Earle was the son of Senator Joseph Haynsworth Earle (1847-1897) and Annie Wilton Earle (1849-1926). He had three brothers (Joseph Wilton Earle, John Heriot Earle, and Joseph Haynsworth Earle) and five sisters (Eleanor Earle Rice, Lucia Earle Crawford, Annie Curran Earle Birnie, Lillian Earle Montgomery, and Wilton Gladys Earle Lodge). He received his MD from South Carolina Medical School in 1892, and interned in New York hospitals for the next five years. In 1900 in San Francisco, he married Margaret Josephine Doolan (1871-1956), with whom he had one child, Annie Josephine Earle, who was born in 1902. He died on April 1, 1942 in Greenville, SC.

Professional History

Dr. Earle joined the USMHS in 1898 and was assigned to Port Townsend, WA. Then, in 1900, he was assigned as an Assistant Surgeon at the CRQS, replacing the founding officer, Hill Hastings. The first reference to Dr. Earle in the records for the station was in April 3, 1901 in the guest book kept at the station, though he reported for service there on December 2, 1900, assisting Dr. Hastings, and assumed command of the station on December 12, 1900. By 1905, he had been promoted to Passed Assistant Surgeon. He served at the station until February 14, 1906 when command was transferred to Assistant Surgeon Frank H. McKeon. The photo on the left, above, is of Dr. Earle in a service uniform at the station, and in the right photo he is wearing a dress white uniform. In 1907, Dr. Earle was a PAS in Charleston, NC, and in 1917 he was in Port Townsend, WA. In 1919 he was still a PAS, now in Portland and, in 1921 and again 1928, he was listed in official records as a PAS "*awaiting orders*." A performance evaluation in 1921 by the surgeon in charge at the PHS hospital in Palo Alto, CA had reported that PAS Earle did not exhibit judgment in dealing with others, that he was "*slightly negligent*" in wearing the uniform, and was "*wholly unfitted*" in an executive capacity, showing a "*lack of tact and self-control in emergencies*" and a "*lack of control of temper*." He is reported to have retired from the PHS on June 1, 1921 and moved back to Greenville, South Carolina.

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Baylis Haynsworth Earle
Sources

1. Photo from the collection of Nancy Bell Anderson
2. Photo Courtesy of the Clatsop County Historical Society
3. Find A Grave, https://www.findagrave.com/memorial/8370160/baylis-haynsworth-earle
4. WikiTree, https://www.wikitree.com/wiki/Earle-541
5. The station log for the Columbia River Quarantine Station, 1899-1939
6. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital Service 1897
7. The National Medical Review (various years)
8. Official Register of the United States (various years)
9. Public Health Reports (various years)
10. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years)
11. Annual Report of the Surgeon General of the Public Health Service (various years)
12. Ancestory.com

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Francis (Frank) Henry McKeon

Last Updated June 30, 2020

Personal History

Dr. McKeon was born in Stonington, Connecticut on July 17, 1877 to Edward Dean McKeon (a Canadian) and Margaret Calvert McKeon. He attended Common and High School in Stonington before going to Brown University and then Georgetown University before receiving his MD at Georgetown University. He married Eugenia Belle Lewis (1878-1948) on November 5, 1911, and they had one child, Edward Lewis McKeon (1912-1979). Dr. McKeon died in St. Louis, Missouri on August 7, 1931, though he was buried at Fort Lawton, WA on December 19, 1931.

Professional History

Dr. McKeon's first identified assignment was in 1905 as an Assistant Surgeon in New Orleans, during which time was recognized for service in the Yellow Fever Campaign there. Next, he was an AS at the CRQS, with the first reference to him in the log on February 1, 1906. His last reference in the log was May 8, 1926, but he received transfer orders on September 22, 1906 and left for San Francisco on October 4th of that year. He returned to the CRQS for inspection duties after that time. By 1911, he was a Passed Assistant Surgeon on the Revenue Cutter Rush, and from 1913 through at least 1919 he was a PAS at Fort Stanton, NM before his transfer in 1919 as a Surgeon to Charleston, SC. In 1921 he returned to the west coast, assigned to Camp Kearney, CA, and in 1923 and 1924 he was the director of the US Marine Hospital in Port Townsend, WA. His final duty station assignment was made in 1928 to St. Louis, Missouri.

Sources

1. Photos from National Library of Medicine's Images from the History of Medicine internet site
2. The station log for the Columbia River Quarantine Station, 1899-1939
3. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital Service 1897
4. The National Medical Review (various years)
5. Official Register of the United States (various years)
6. Public Health Reports (various years)
7. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years)
8. Annual Report of the Surgeon General of the Public Health Service (various years)

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Francis (Frank) Henry McKeon
9. Mary McKeon Mitchell, personal correspondence 10. War Department QMC Form No. 14, Internment form dated September 12, 1940 (due to change in grave marker) 11. State Historical Service, Palace of the Governor, State of New Mexico 12. Fourteenth Census of the United States: 1920

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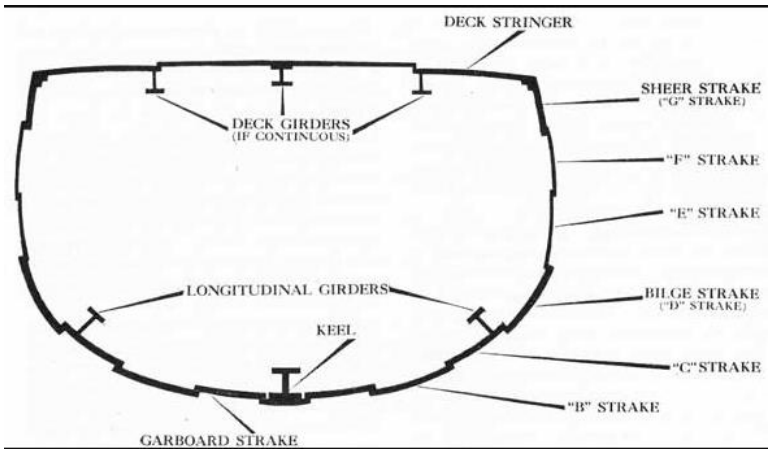
Strakes

Last Updated June 30, 2020



[Note: the term was misspelled in the log as *streakes*]

The following descriptions borrow heavily from the information provided on Wikipedia.

On a boat or ship's hull, a strake is a longitudinal course of planking or plating which runs from the boat's stempost (at the bows) to the sternpost or transom (at the rear) and form the basic shell of the hull. In small boats, strakes may be single continuous pieces of wood. In larger wooden vessels, strakes typically comprise several planks which are jointed and reinforced together. In boat and ship construction, strakes immediately adjacent to either side of the keel are known as the garboard strakes, or A strakes. The next two are the first broad or B strake and second broad or C strake. Working upward along the side of the hull from the bottom strakes are the bilge strakes, topside strakes, and uppers, also named sequentially as the D strake, E strake, etc. The uppermost along the topsides is called the sheer strake.

Sources

1. https://en.wikipedia.org/wiki/Strake
2. Handbook of Damage Control – Part 5, Maritime.org
3. https://maritime.org/doc/dc/img/fig16-4.jpg

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Fumigation

Last Updated July 31, 2020

Fumigation is a method used to kill pests in enclosed places. It involves completely filling such places with a pesticide that suffocates or poisons the pests within, such as rats, mice, or insects. Fumigation may affect the structure of the enclosed space, killing pests such as woodborers and termites, but also may affect materials other than the target pest, such as cargos. To carry out fumigation, the space intended to be freed of pests is covered or closed off in order to contain the gaseous fumigant. Then the fumigant is released into that enclosed space and held there for a time sufficient to allow the gas to fill the space completely and kill or otherwise affect any of the targeted pests. The space then is opened and thoroughly ventilated to allow the gases to escape. Destroyed pests such as rats then may physically be removed. The agents referenced in the CRQS log as having been used there include both sulphur dioxide and Zyklon B.

Sulphur dioxide was heavily used in the United States in the late 1800s and early 1900s in an attempt to control outbreaks of yellow fever by killing the virus that had been found to be responsible for the disease. However, rather than by killing the virus, the effectiveness of this fumigation was due to its destruction of the vectors of the disease, mosquitoes. There are two primary ways that sulphur dioxide was applied to a ship for fumigation: 1) burning sulphur in iron pots that were placed in tubs of water that were then placed within the spaces to be fumigated, and 2) blowing sulphur fumes from special furnaces into the ships' holds through large tubes. The use of water tubs was intended to add moisture to the fumes, increasing their effectiveness. A less common method involved the use of liquid sulphur dioxide. Most sulphur-based fumigation as quarantine stations was done with the open iron pots.

Problems with fumigating with sulphur dioxide included the risk of fire from the burning pots, and the slow distribution and then removal of the heavy gas. The presence of water in a ship's hold also reduced the effectiveness of sulphur dioxide since water absorbed the gas. By 1914, sulphur dioxide began to be phased out in in the US in favor of hydrocyanic acid, or cyanide. However, in smaller quarantine stations, sulphur dioxide continued to be use until at least the mid-1930s because it was less expensive to provide, due to the high cost of maintaining the specially-trained crews that were needed to fumigate with cyanide. At the CRQS, sulphur dioxide was last referenced as being used on September 2, 1931, the use of cyanide having been started in early January of that year.

For a brief period of time, an attempt was made in this country to use a combination of carbon dioxide and carbon monoxide, but this turned out to be both cumbersome and ineffective in killing fleas, limiting its use in the control of plague.

The form of cyanide used at the CRQS and elsewhere in the country was in the form of Zyklon B (from the German for cyclone), a cyanide-based pesticide invented in Germany in the early 1920s that consisted of hydrogen cyanide, an eye irritant (as a warning of the presence of the cyanide), and an adsorbent, such as diatomaceous earth. It should be noted that, in addition to its use for beneficial purposes, Zyklon B also was used by Nazi Germany during the Holocaust to murder people in its gas chambers. Hydrogen cyanide is a poisonous gas that interferes with the normal respiratory or chemical function of cells. It is quite deadly and, in humans, death occurs within about two minutes of inhaling a dose of the gas, so special training is required for its use in ship fumigation. An advantage of cyanide is it is light in weight and rapidly disperses, both while instilling it into its place of action as well as when it is removed after its intended use.

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Fumigation
Sources 1. https://en.wikipedia.org/wiki/Fumigation 2. https://en.wikipedia.org/wiki/Zyklon_B 3. Williams, C.L., Sufphur Dioxide for the Fumigation of Ships: Methods of Use and Prospects of Improvement, Public Health Reports, Vol. 49, No. 3 (January 19, 1934), pp. 89-100 4. Columbia River Quarantine Station log 5. Oregonian, October 2, 1921, p. 6

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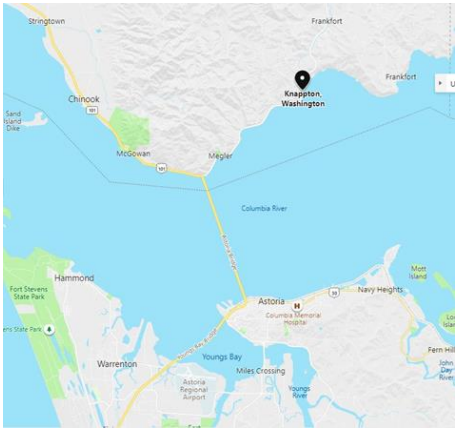
Knappton

Last Updated July 1, 2020



While the Knappton, Washington area had provided a camping and fishing site for Chinook Indians for hundreds or thousands of years, it wasn't until 1792 when the first recorded visit was made by non-Indian explorers. In May of that year, Captain Robert Gray of the American *Columbia Rediviva* crossed the Columbia River bar, entering the river and sailing past what is now Knappton Cove. The Lewis and Clark party canoed past the cove at Knappton on November 10, 1805. By 1814, the cove was called Todd's Bay, named after the *Isaac Todd*, a British supply ship that accompanied the British contingent that took over John Astor's settlement on the Oregon side of the river. The area was occupied by both British and American interests following the Treaty of 1818, but was ceded to the American in 1846, and a Donation Land Claim by Job Lamley in 1853 represented the first identified land ownership that included the old Todd's Bay.

About 1860, Jabez Knapp, whose parents had settled in the area, found rocks that he thought would make good cement so he bought part of the Lamley land and built a home there. The settlement was originally called Cementville, but the cement works didn't last. However, a sawmill was built in 1870 and the growing population center was named Knappton. The 1870 census showed a population of 112, and the town had 29 dwellings, a schoolhouse, a boarding house, and, eventually, a general store and dance hall. In 1871, the town gained a post office and the name Knappton was official. In 1876, the sawmill was purchased by Asa M. Simpson and the Hume brothers built a salmon cannery west of the town. The cannery became known as the "Eureka and Epicure Packing Company," and cannery operated until 1897.

Despite the loss of the cannery, the town continued to grow, and the 1906 Astoria City Directory describes Knappton, now with a population of 200, as having a post office (Charles H. Callender, postmaster), one general store, a large sawmill, a local branch of the Simpson Lumber Company, a public hall, a school, and the quarantine station, which had bought the old cannery site and was established there in 1899 (though the lazaretto was not to be built until 1912). In addition to a road from Naselle, the town now could be reached from Astoria by the pubic by one of two steamers, the Wenona and the Shamrock.

The Great Depression made the Knappton mill uneconomical, and a fire in 1936 closed the mill for good and destroyed most of the homes adjacent to it as well, essentially bringing the town to its end. About all is left of Knappton now is the expanse of pilings where mill and cannery structures once stood, and

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town site plaque, and a few remaining homes and buildings that escaped the fire and economic downturn.

For a much more colorful and detailed look into the history of the Knappton area, the reader is encouraged to read the book by Nancy Bell Anderson, cited below.

Sources

1. Astoria City Directory for the year 1906
2. https://www.bing.com/maps?q=knappton+wa&FORM=HDRSC4
3. Anderson, Nancy Bell, The Columbia River's "Ellis Island": The Story of Knappton Cove, ed. Heather Bell Henry, 2012, pp. 19-45
4. Wikipedia: https://en.wikipedia.org/wiki/Oregon_Treaty
5. The Columbia River: A Photographic Journey: columbiariverimages.com/Regions/Places/knappton.html

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John Milton Holt

Last Updated July 2, 2020

1

2

Personal History

Dr. Holt was born in Jersey City, New Jersey on February 9, 1873 to Henry Thomas Holt and Elizabeth Terhune Landrine. Dr. Holt was a descendent of Sir John Holt, the First Lord Chief Justice of the King's Bench in England. He had a sister named Frances B. Holt, and attended grammar and high school in Brooklyn, NY. He married Elizabeth Ann Beswick in Brooklyn on July 16, 1894, and with whom he had three children: John Milton Holt, Jr. (1897-1979), Elizabeth Beswick Holt (1901-1992), and Henry Thomas Holt (1905-1982). He received his MD from the Long Island College Hospital in 1895, and his Ph.B. (doctor of philosophy) from Taylor University in 1896. He had a long-term involvement with philately (the collection and study of postage stamps), having organized and served as the first president of the Federal Stamp Company, and was a member of both the American Philatelic Society and the Metropolitan Philatelic Association (where he served as a director), and he was a Fellow of the Royal Philatelic Society in London. In 1910, he founded and served as the Editor in Chief of "Everybody's Philatelist," a monthly publication. The photo of Dr. Holt on the left, above, is as a civilian. He died on October 5, 1936.

Professional History

After interning and briefly practicing at the Long Island College Hospital and the Manhattan State Hospital, he was commissioned in the USPH&MHS in 1899. The photo on the right, above, is of Dr. Holt as an officer. His first identified assignment was in 1903 as an Assistant Surgeon in Honolulu, and then in 1905 he was a Passed Assistant Surgeon in San Francisco. From October 1, 1906 until April of 1913, he was a PAS at the CRQS. In 1913 he was transferred to a posting in San Francisco as a PAS, and then was promoted in 1915 to Surgeon at that station. By 1917 he was in Cleveland, OH and then in 1919 he was in Houston with the service.

Sources

1. Photo and some text from Ancestory.com
2. Photo from National Library of Medicine's Images from the History of Medicine internet site
3. The station log for the Columbia River Quarantine Station, 1899-1939
4. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital

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John Milton Holt
Service 1897 5. The National Medical Review (various years) 6. Official Register of the United States (various years) 7. Public Health Reports (various years) 8. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years) 9. Annual Report of the Surgeon General of the Public Health Service (various years) 10. Who's Who on the Pacific Coast, 1913

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Harvey Gustav Ebert

Last Updated July 2, 2020

Personal History

Born in Lebanon, Oregon on August 15, 1879 to Rudolph Gustave Ebert and Tabitha Alice Clark, Dr. Ebert married Ada D. Lawrence on August 9, 1905. Together, they had four children: Marian Loraine Ebert (1906-?), Lawrence C. Ebert (1908-1969), and Elizabeth Jean Ebert (1911-2005); information on their fourth child could not be located. Though commissioned as an officer in the US Public Health Service at the time, he registered for the draft on September 9, 1918, near the end of World War I and, again in 1942 at the beginning of World War II. He died in 1966 in Berkley, CA at the age of 86.

Professional History

Dr. Ebert's first identified assignment was in 1901 when he was an Assistant Surgeon doing medical examinations on the Steamer John S. Simmons in Paducah, KY. In 1905 he was an AS in Ft. Stanton, NM, but served also that year in the New Orleans campaign against an outbreak of yellow fever, along with such other select notables as future Surgeon General Rubert Blue and fellow CRQS alum, AS Frank McKeon. Dr. Ebert arrived at the CRQS on June 28, 1913 and he served there until October 8, 1917, first as a Passed Assistant Surgeon and then was promoted during this time to Surgeon It is not clear from the records what his role may have been from October of 1917 until 1919 when he was noted to have served as a Surgeon in Providence, RI until 1932.

Sources

1. Photo from National Library of Medicine's Images from the History of Medicine internet site
2. Ancestory.com
3. The station log for the Columbia River Quarantine Station, 1899-1939
4. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital Service 1897
5. The National Medical Review (various years)
6. Official Register of the United States (various years)
7. Public Health Reports (various years)
8. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years)
9. Annual Report of the Surgeon General of the Public Health Service (various years)

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Quarantine

Last Updated July 31, 2020

The provision of quarantine services near the mouth of the Columbia River began in 1880. This duty was under the control of a health officer who was appointed by the Oregon state governor and stationed in Astoria. Dr. Jay Tuttle was one of the earliest officers who assumed this role, and he was on call to assist the collector of customs. There were two areas near Astoria that were used as "quarantine grounds," where ships would be anchored until cleared by the health officer and allowed to proceed. One was at Tongue Point, east of Astoria on the south bank of the Columbia, and one was near what would become the Columbia River Quarantine Station, near Knappton. However, the history of quarantine goes back much further.

The information that follows has been drawn directly from the CDC source noted below, and was edited here only for format.

The practice of quarantine, as we know it, began during the 14th century in an effort to protect coastal cities from plague epidemics. Ships arriving in Venice from infected ports were required to sit at anchor for 40 days before landing. This practice, called quarantine, was derived from the Italian words quaranta giorni which mean 40 days.

When the United States was first established, little was done to prevent the importation of infectious diseases. Protection against imported diseases fell under local and state jurisdiction. Individual municipalities enacted a variety of quarantine regulations for arriving vessels. State and local governments made sporadic attempts to impose quarantine requirements. Continued outbreaks of yellow fever finally prompted Congress to pass federal quarantine legislation in 1878. This legislation, while not conflicting with states' rights, paved the way for federal involvement in quarantine activities.

Outbreaks of cholera from passenger ships arriving from Europe prompted a reinterpretation of the law in 1892 to provide the federal government more authority in imposing quarantine requirements. The following year, Congress passed legislation that further clarified the federal role in quarantine activities. As local authorities came to realize the benefits of federal involvement, local quarantine stations were gradually turned over to the U.S. government. Additional federal facilities were built and the number of staff was increased to provide better coverage. The quarantine system was fully nationalized by 1921 when administration of the last quarantine station was transferred to the U.S. government.

The Public Health Service Act of 1944 clearly established the federal government's quarantine authority for the first time. The act gave the U.S. Public Health Service (PHS) responsibility for preventing the introduction, transmission, and spread of communicable diseases from foreign countries into the United States. Originally part of the Treasury Department, Quarantine and PHS, its parent organization, became part of the Federal Security Agency in 1939. In 1953, PHS and Quarantine joined the Department of Health, Education, and Welfare (HEW). Quarantine was then transferred to the agency now known as the Centers for Disease Control and Prevention (CDC) in 1967. CDC remained part of HEW until 1980 when the department was reorganized into the Department of Health and Human Services.

When CDC assumed responsibility for Quarantine, it was a large organization with 55 quarantine stations and more than 500 staff members. Quarantine stations were located at every port,

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Quarantine

international airport, and major border crossing. After evaluating the quarantine program and its role in preventing disease transmission, CDC trimmed the program in the 1970s and changed its focus from routine inspection to program management and intervention. The new focus included an enhanced surveillance system to monitor the onset of epidemics abroad and a modernized inspection process to meet the changing needs of international traffic.

By 1995, all U.S. ports of entry were covered by only seven quarantine stations. A station was added in 1996 in Atlanta, Georgia, just before the city hosted the 1996 Summer Olympic Games. Following the severe acute respiratory syndrome (SARS) epidemic of 2003, CDC reorganized the quarantine station system, expanding to 18 stations with more than 90 field employees.

The Division of Global Migration and Quarantine is part of CDC's National Center for Emerging and Zoonotic Infectious Diseases and is headquartered in Atlanta. Quarantine stations are located in Anchorage, Atlanta, Boston, Chicago, Dallas, Detroit, El Paso, Honolulu, Houston, Los Angeles, Miami, Minneapolis, New York, Newark, Philadelphia, San Diego, San Francisco, San Juan, Seattle, and Washington, D.C.

Under its delegated authority, the Division of Global Migration and Quarantine is empowered to detain, medically examine, or conditionally release individuals and wildlife suspected of carrying a communicable disease.

The list of quarantinable diseases is contained in an Executive Order of the President and includes cholera, diphtheria, infectious tuberculosis, plague, smallpox, yellow fever, viral hemorrhagic fevers(such as Marburg, Ebola, and Congo-Crimean), and severe acute respiratory syndromes. Many other illnesses of public health significance, such as measles, mumps, rubella, and chicken pox, are not contained in the list of quarantinable illnesses, but continue to pose a health risk to the public. Quarantine Station personnel respond to reports of ill travelers aboard airplanes, ships, and at land border crossings to make an assessment of the public health risk and initiate an appropriate response.

Sources

1. Oregonian, October 2, 1921, p. 6
2. Centers for Disease Control and Prevention: History of Quarantine, https://www.cdc.gov/quarantine/historyquarantine.html

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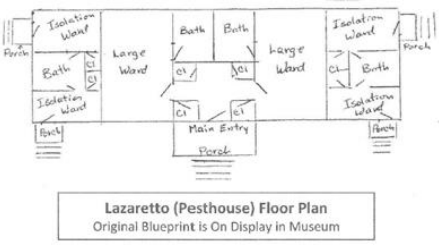
Pesthouse (or Lazaretto)

Last Updated July 3, 2020



Lazaretto (Pesthouse) Floor Plan
Original Blueprint is On Display in Museum

As defined by Merriam-Webster, a pesthouse is "*a shelter or hospital for those infected with a pestilential or contagious disease*," and the first known use of the term was in 1594. The term lazaretto also is use for a facility of this nature. As described by Wikipedia, "*a lazaretto … or lazaret (from Italian: lazzaretto …) is a quarantine station for maritime travelers*" and "*can be ships permanently at anchor, isolated islands, or mainland buildings*." The term "lazaretto" reflects the Biblical story of Lazarus, who returned from the dead.

A 1912 Public Health bulletin provided to ship captains, which was written by Assistant Surgeon General L.E. Cofer and was later found at the Columbia River Quarantine Station, covered the subject this way:

> *"No one feels sorry for the expense and trouble put upon the captain and owners of a vessel because of plague or yellow fever being on board. Everyone says 'Quarantine it!' and Congress, which represents the will of the people, appropriates a sum of money every year to prevent vessels from infecting ports. Some people object to quarantine, but no one wants it abolished. Why? Because everyone has a horror of catching plague, cholera, yellow fever, smallpox, jail fever, or leprosy. When a person catches any one these diseases even his friends consider him loathsome (and so he is), and the first thing they say is, 'Take him at once to the pesthouse.' "*

The top left photo above shows the front of the pesthouse for the Columbia River Quarantine Station, with its floor plan in the middle, indicating the four isolation rooms with separate entrances. To the right is a plaque outside the pesthouse noting its significant history at this river entrance to North America.

Sources

1. Merriam-Webster: https://www.merriam-webster.com/dictionary/pesthouse
2. Photos from the Knappton Cove Heritage Center
3. Wikipedia: https://en.wikipedia.org/wiki/Lazaretto
4. Anderson, Nancy Bell, The Columbia River's "Ellis Island": The Story of Knappton Cove

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Herbert Miller Manning

Last Updated July 3, 2020

(the source of these photos has been misplaced and has not been relocated)

Personal History

Dr. Manning was born in Hockersville, Pennsylvania on January 17, 1878 to Joseph S. Manning and Barabara C. Miller. He received his MD in 1900 from the Medical School of Columbian (which became George Washington University). According to the Manila Times (via the Evening Star newspaper), he married Edith Young Griggs, an Army Nurse Corps nurse, on January 8, 1906 in an Episcopal Church service performed at the Cathedral of St. Mary and St. John while living in Ermita, a district of Manila in the Philippines. The Mannings are reported to have had a daughter while stationed in Manila in 1908. However, the 1940 Census (data from Ancestory.com) shows Dr. Manning married at that time to Ella P. (Miller) Manning, with whom he had a daughter named Edith who, at age 28 in 1940, would have been born in about 1912. The discrepancy or change in family status has not been clarified at the time of this appendix update. He is reported to have had a particular interest in botanical bacteriology. Dr. Manning died October 12, 1941.

Professional History

From May 12 to November 20, 1898, Dr. Manning served as a private in Company C of the 1st District of Columbia Volunteer Infantry as part of the expeditionary forces in Cuba during the Spanish American War, serving overseas from July 11 to August 21, 1898. He was commissioned into the US Public Health and Marine Hospital Service (USPHMHS) in 1903, and the first identified assignment for him was in 1905 as an Assistant Surgeon in Mariveles, the Philippines (first photo). In 1913 he was a Passed Assistant Surgeon in Key West, FL, and from 1915 through 1917 he was at the Charleston, SC Quarantine Station, first as a PAS and then as a Surgeon. During this time (1916) he authored an article on the "Design of an Improved Rat Guard" to keep plague-carrying rats from disembarking ships in port. In 1919 he was serving as a Surgeon in Memphis, TN, and from December 12, 1921 until June 30, 1925 he was a Surgeon detailed to the CRQS. In 1932 he was serving in Stuttgart, Germany before returning to the US in 1933 (the second photo is from 1931).

Sources

1. The station log for the Columbia River Quarantine Station, 1899-1939
2. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital

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Herbert Miller Manning
Service 1897 3. The National Medical Review (various years) 4. Official Register of the United States (various years) 5. Public Health Reports (various years) 6. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years) 7. Annual Report of the Surgeon General of the Public Health Service (various years) 8. Ancestory.com 9. Evening Star, February 19, 1906, p. 5 10. The Trained Nurse and Hospital Review, Volume 41, 1908, p. 27 11. The Journal of The New York Botanical Garden, Vol. XX, 1919, p. 174

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Mathew Kemp Gwyn

Last Updated July 9, 2020

No photos have been found for this officer.

Personal History

Dr. Gwyn was born in Baltimore, Maryland on September 30, 1876 (1874?) and had 4 siblings. He went to medical school at the Baltimore University School of Medicine, possibly graduating in 1897. He married Elizabeth C. Hoggard in 1905 in Norfolk, VA, with whom he had a daughter, May; possibly a son, Mathew Kemp Gwyn. He died on June 14, 1929 in New York, reportedly by drowning, and was buried in Cedar Gove Cemetery in Norfolk.

Professional History

Dr. Gwyn passed his examination to become an Assistant Surgeon and was appointed by the President as such on August 4, 1898. His first identified assignment was as an Assistant Surgeon in Manila, the Philippines in 1898. He also served in Boston in 1899, Louisville, KY in 1901, and Baltimore in 1903. From 1905 until at least 1907 he was a Passed Assistant Surgeon at the South Atlantic Quarantine Station. In 1909, he was a PAS in Baltimore. He was promoted to Surgeon, and in 1913 he served at Ellis Island, where he assisted Howard Andrew Knox in the development of intelligence tests for immigrants. In 1915, he was at Cape Fear, NC, and in 1917 he was stationed in New York before being transferred to Montreal where he served in 1919. He was then transferred to Baltimore in 1921. From September 10, 1926 until June 28, 1928 he was in charge of the Columbia River Quarantine Station, but transferred that responsibility to Dr. Pilkington when he was posted to Portland, though he continued to supervise Dr. Pilkington from Portland until February of 1935 when Dr. Kratz assumed that role.

Sources

1. Baltimore Sun, July 30, 1898, p. 6
2. 1880, 1910 Census
3. Find a Grave
4. Directory of Deceased American Physicians
5. JAMA, 93:299
6. US Register: Civil, Military & Naval Service
7. The station log for the Columbia River Quarantine Station, 1899-1939
8. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital Service 1897
9. The National Medical Review (various years)
10. Official Register of the United States (various years)
11. Public Health Reports (various years)
12. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years)
13. Annual Report of the Surgeon General of the Public Health Service (various years)
14. Clinical Interpretation of the WAIS-III and WMS-III: Practical Resources for the Mental Health Professional, Chapter 9 - Assessment of the Non-Native English Speaker: Assimilating History and Research Findings to Guide Clinical Practice, 2003, Pages 343-390

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Lunsford Dickson Fricks

Last Updated July 17, 2020

No photo for Dr. Fricks has been located

Personal History

Dr. Fricks was born in Walker County, Georgia on July 18, 1873 to Asa Tortoulette Fricks (1847-1901) and Virginia Almina Park (1851-1930), along with brother Park and sisters Martha and Maude. He graduated from the Chattanooga Medical College in 1897. On July 26, 1907 in Ft. Stanton, NM, he married Edna Grace Beene of South Pittsburgh, TN, and together they had three children: Lunsford Dickson Fricks, Jr. (1910-1944), Patton Cotnam Fricks (1919-2001), and Hugh Doran Fricks (1920-1943). On April 4, 1939, his wife Grace died in Seattle, and he later was remarried to Ethel Margaret. Both Lunsford Fricks, Jr. and Hugh Fricks have died as a result of serving during WWII, Lunsford as a Major in 1944, dying of a tropical disease in the Pacific theater, and Hugh as a Marine 1st Lieutenant, dying in combat in January of that year. In 1926 he was awarded an honorary doctorate in public health from the University of Georgia for his notable work in public health. Dr. Fricks died in 1947 in Seattle.

Professional History

Dr. Fricks' first identified assignment was as an Assistant Surgeon at the South Atlantic Quarantine Station in 1899 before a deployment to the Philippines in 1901, where he served in the Spanish American War. He was in New York as an Assistant Surgeon in 1903 and then, in 1905, he was a Passed Assistant Surgeon in St. Lucia, VI. In 1907 he was in Ft. Stanton, NM. His next assignment was at the Mobile, Alabama Quarantine Station in 1911 and, after promotion to Surgeon, he was stationed in Washington, DC from 1913 through 1915. In 1916, he published an article through the Government Printing Office on Rocky Mountain Spotted Fever. He served in New Orleans in 1917, in Memphis, TN in 1919 through 1921 working on malaria control, and in 1925 he was a delegate to the League of Nations in Geneva, Switzerland. In 1930 while in Seattle, Dr. Fricks placed an embargo on the importation of parrots, due to the risk of psittacosis that can be carried by the tropical birds. By 1931, he was listed at the rank of Director in Seattle, so sometime between 1928 and early 1932 he had been promoted to that rank. In 1933 he studied spotted fever at the federal laboratories in Hamilton, MT, and then from his office in Seattle he served the Portland District as Medical Officer in Charge, with duties which included the Columbia River Quarantine Station. His first reference in the station log was on April 26, 1928, and the last reference was on February 28, 1935 when he visited the Hammond, OR area as part of a team assessing possible replacement sites for the quarantine station. He made this visit from his new posting in Seattle, and in 1936 he was stationed in Honolulu before retiring from the PHS in Seattle in 1938. On August 28, 1942, however, he returned to work as the health officer for Lewis and Clark County in Helena, MT in support of the work at Fort Harrison where the military was training thousands of American and Canadian troops of the First Special Service Force for service during WWII. He had been known for his research in the areas of yellow fever and malaria, in addition to Rocky Mountain Spotted Fever.

Sources

1. Ancestory.com
2. The station log for the Columbia River Quarantine Station, 1899-1939
3. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital

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Lunsford Dickson Fricks
Service 1897 4. The National Medical Review (various years) 5. Official Register of the United States (various years) 6. Public Health Reports (various years) 7. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years) 8. Annual Report of the Surgeon General of the Public Health Service (various years) 9. US Register of Civil, Military & Naval Service 10. Seattle Daily Times, April 5, 1939, p. 28 11. Seattle Daily Times, August 27, 1942, p.3 12. Seattle Daily Times, March 16, 1944, p. 15 13. Seattle Daily Times, July 10, 1947, p. 38

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Emil Krulish

Last Updated July 20, 2020

Personal History

Emil Krulish was born in New York City on March 9, 1878 to immigrants from Bohemia, William J. Krulish (1855-1936) and Antonie Cervin Krulish (1855-1909), and reportedly spoke "all of the Slavic dialects." He had two identified brothers, John (1883-1972) and Frank R. (1885-1969), along with one other brother and four sisters for whom no further information has been located. He attended George Washington University in Washington, DC. He married Sarah Sydnor (1890-1933) and, after the death of Sarah, married Ruth Fletcher on July 6, 1942, in Albuquerque, NM. With his first wife, Sarah, he had two daughters, Emily (born about 1917) and Marjorie (born about 1920), and a son, Robert, who served with the US Coast Guard. He died in Los Angeles on February 14, 1965, having served 47 years in the PHS.

Professional History

Dr. Krulish's first identified assignment was as an Assistant Surgeon at Ellis Island in 1911, though he may have been assigned there in 1907 (in 1911 he is reported to have indicated that he served there for four years, and was detailed in 1911 to Galveston, TX to conduct inspections of immigrants) and appears to have served on the Navaho reservation for two years prior to his time at Ellis Island. He was a Passed Assistant Surgeon in 1913 in Alaska. As a result of this time in Alaska, Dr. Krulish is reported to have said that the native population of the state would be lost entirely within 50 to 60 years as a result of tuberculosis and other diseases introduced by the influx of non-native people into the area. He advocated for additional federal funds to build hospitals and health care infrastructure to serve the native population. He then served at that rank in Seattle in 1915 through at least 1918, and by 1919 he had been promoted to Surgeon and served in Port Townsend, WA until at least 1921. He was in Minneapolis, MN in 1927 until at least 1929 at the rank of Medical Director, assigned to the US Department of the Interior. In 1932 he was a Senior Surgeon posted to Copenhagen, Denmark. From early 1933 until November 1934, he served as a Senior Surgeon in charge of the Portland District, with oversight of the activities of the Columbia River Quarantine Station. His first reference in the station log was on January 31, 1933, and the last reference was on November 1st, 1934. By 1936 he was a Director in Los Angeles, and in 1938 he was stationed in Muskogee, OK.

Sources

1. Photo from National Library of Medicine's Images from the History of Medicine internet site
2. The station log for the Columbia River Quarantine Station, 1899-1939

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Emil Krulish
3. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital Service 1897 4. The National Medical Review (various years) 5. Official Register of the United States (various years) 6. Public Health Reports (various years) 7. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years) 8. Annual Report of the Surgeon General of the Public Health Service (various years) 9. Bernalillo County (NM) marriage records 10. City Directories, for New York, Seattle, Port Townsend (WA), Minneapolis, Portland (OR), Los Angeles (CA), and Pasadena (CA) 11. US Census, 1920 12. Ancestry.com 13. Galveston Daily News, November 24, 1911, p. 12 14. Oakland Tribune, February 6, 1913, p. 8 15. Star-News (Pasadena, CA), February 16, 1965

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Frederick William Kratz

Last Updated July 20, 2020

Personal History

Frederick Kratz was born in Pennsylvania on February 17, 1900 (it appears that his father was Frederick William Kratz, Sr., and the Dr. Kratz shown above was Frederick William Kratz, Jr.). On September 12, 1918 he registered for the draft for WWI while a medical student; his address was listed as Ft. Wayne, Indiana. On July 7, 1930, he married Ruth Elizabeth Dahlgren in Orleans, Louisiana, with whom he had a daughter (Karin Dahlgren Kratz) and a son (Frederick William, III). He died on May 17, 1987 in Kansas City, Missouri.

Professional History

The first employment reference found for Dr. Kratz showed that in 1927 he was a physician at Mercy Hospital in Baltimore, MD. In 1932 he was an Assistant Surgeon in Nashville, TN, working for the State Department of Public Health, and then as a Passed Assistant Surgeon in San Francisco in 1934, where he was posted at Angel Island. From late 1934 until mid-1936 he was still a PAS and served as the designated Medical Officer in Charge for the Portland District, with a supervisory role for the Columbia River Quarantine Station. His first reference in the station log was on November 1, 1934, and the last was on January 21, 1936. After the CRQS, he transferred to Bismarck, ND, where he was assigned to the state health department for a year, and by 1938 he had been promoted to Surgeon. In early 1939 he was temporarily assigned to work in Los Angeles, CA, then from 1939 to 1940, he was in Austin, TX. The next location identified for him was in New Orleans in 1954, though he spent about 2 1/2 years in Ankara and/or Istanbul, Turkey, starting in 1951, where he had been assigned as the chief of the American government's medical mission there. The last posting found was for 1954 through 1959, when he was a Medical Director in Seattle, serving as the chief of the Northwest Quarantine District.

Sources

1. The station log for the Columbia River Quarantine Station, 1899-1939
2. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital Service 1897
3. The National Medical Review (various years)
4. Official Register of the United States (various years)

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Frederick William Kratz
5. Public Health Reports (various years) 6. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years) 7. Annual Report of the Surgeon General of the Public Health Service (various years) 8. Ancestry.com 9. Social Security Death Index 10. Oregonian, November 25, 1934, p. 31 11. Times-Picayune, April 28, 1939 12. Times-Picayune, August 27, 1953

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Erwin W. Blatter

Last Updated July 8, 2020

Personal History

Dr. Blatter was born on December 10, 1899 in Barre Mills, WI to Rudolph Blatter (1868-1950) and Elizabeth Ruoff (1869-1941). He enlisted in the military on October 5, 1918 and was released from service on December 15, 1918. In 1924, he graduated from the University of Wisconsin Medical School. He was married to Marion Hazel E. Scott (1908-1977) on March 24, 1931 in Oakland County, MI, with whom he had a daughter, Gayle (born May 10, 1937 in Portland, OR) and a son, Erwin, Jr. (born November 5, 1934 in El Reno, OK). He died on January 28, 1973 in Port Huron, MI.

Professional History

The first citation found for Dr. Blatter showed that he was a private physician in Royal Oak, MI in 1930, and from 1932 to 1933 he practiced in Atlanta, GA. He then served in the US Public Health Service from mid-June 1936 until an unspecified date as a Passed Assistant Surgeon in the Portland District office, with at least part of his duties including oversight of the activities at the Columbia River Quarantine Station (the station log states that he was the "Medical Officer in Charge" but this is uncertain, given his relatively junior rank as a PAS). His first reference in the station log was on June 10, 1936, and the last reference was May 3, 1937. In 1938 he was a PAS serving in Oslo, Norway, though at some point in 1938 he was promoted to Surgeon. From 1949 to 1953 he was in Chicago, IL, and then was transferred to Memphis, TN in 1954. From 1956 until 1959, he served in Manhattan Beach, NY.

Sources

1. Photo from National Library of Medicine's Images from the History of Medicine internet site
2. The station log for the Columbia River Quarantine Station, 1899-1939
3. Official List of Commissioned and Non-Commissioned Officers of the U.S. Marine Hospital Service 1897
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7. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years)
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9. Ancestory.com
10. Find a Grave.com
11. City Directories for Atlanta, GA, Chicago, IL, Memphis, TN, and New York

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Erwin W. Blatter
12. Passenger List for the SS Matsonia, September 26, 1947 13. University of Wisconsin yearbook for 1924

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Frank Valentine Meriwether

Last Updated July 26, 2020

Personal History

Frank Meriwether was born on December 27, 1887 in Mathews, Georgia. He earned his medical degree from Emory University in 1908, and was described as "a strapping 6 foot 2" who "weighs about 200 pounds and carries himself with a military bearing." He married Nannie V. Gantt on June 15, 1910 in Covington, Alabama, and together they had two daughters, Frances V (born ~ 1915) and Rosemond (born ~1925), both in Alabama. He died on March 2, 1973 in Miami-Dade County, Florida and is buried there in Woodlawn Cemetery South.

Professional History

In 1915 in Lawrence County, Alabama, Dr. Meriwether provided stereopticon public lectures on typhoid, pellagra, and hookworm, followed by examinations and treatment for attendees. He enlisted in the military on May 30, 1917, serving in the artillery and then the medical corps, and was released from his WWI service on June 14, 1919. He practiced medicine in Muscle Shoals, AL in 1920. He was identified as a surgeon in 1926 in Birmingham, AL, detailed to the Bureau of Mines, and from 1927 to 1930 he was an Acting Assistant Surgeon in Picher, OK; he was promoted then in 1931 to Passed Assistant Surgeon. In 1932, he was a PAS in Miami, OK, and that same year he and another researcher conducted a study of the prevalence of asbestosis among employees of an asbestos products manufacturer. 1933 found him in New Orleans, LA before being transferred in 1934 as a Surgeon to Ellis Island. In 1936, he was deployed to Stuttgart, Germany, and was transferred from there in 1937 to the Quarantine Station in Rosebank, Staten Island, New York. By 1938 he was the Medical Officer in Charge of the Portland District, with a supervisory role for the Columbia River Quarantine Station. His first reference in the station log was August 25, 1937, and the final reference was February 25, 1938. He was promoted to Senior Surgeon in 1940 and served in Oslo, Norway. In November of 1940, he was one of nine officers assigned by the PHS to serve as acting liaison officers with the Army to assure health and safety measures were taken at the military training camps. From 1941 to 1948, he served as the PHS District Director in Chicago. In 1944, he published an article on the history of past wars that showed that diseases have a significant impact on the course of wars. For most of history, the loss of soldiers due to disease far exceeds that due to battlefield injuries. In 1946, he oversaw a survey of health facilities in Chicago, and led an effort to prevent venereal disease in the city. In 1948, Dr. Meriwether was stationed in Evanston, Illinois, and then in 1951 he was a regional medical director for the Federal Security Agency, stationed in Atlanta, Georgia. On December 31, 1951, he retired from the PHS but

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began a short stint as the medical director of a blood bank in Shreveport, LA, before being offered a temporary role as president of the Chicago Board of Health, where he was described as "a soft-speaking executive with a Southern drawl," but also as a "shrewd judge of people." His role in Chicago didn't last, however, as the previous head of the health department returned to resume that position (he had been removed prior to Dr. Meriwether's appointment because of a scandal that had forced him to vacate the position, but the charges against him were dismissed).

Sources

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4. The National Medical Review (various years)
5. Official Register of the United States (various years)
6. Public Health Reports (various years)
7. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years)
8. Annual Report of the Surgeon General of the Public Health Service (various years)
9. American Journal of Industrial Medicine 31:324–334, 1997
10. Ancestory.com
11. Congressional Record, 1930
12. The Foreign Service Journal, June 1937
13. Journal of the American Medical Association, vol. 64, 1915
14. Journal of the American Medical Association, vol. 103, 1934
15. Annals of Internal Medicine 1 May 1944 Volume 20, Issue 5, pp. 768-772
16. Medical Care Research and Review, February 1, 1946
17. Find A Grave Index
18. 1920, 1930, and 1940 US Census
19. US Register of Civil, Military, and Naval Service
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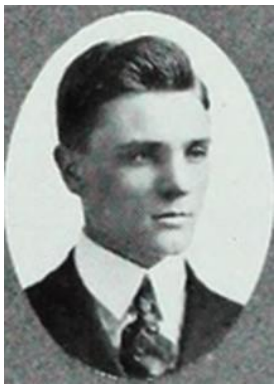
George G. Holdt

Last Updated August 4, 2020



Personal History

Dr. Holdt was born in Cincinnati, Ohio on April 4, 1896 to James P. and Alvina Holdt. His great grandfather was a naval captain who served under Napoleon. Dr. Holdt's grandfather immigrated to the US in 1868 after receiving his medical degree at the University of Dorpat and serving as a doctor for the Russian Government in Riga where he built an insane asylum. In 1870, he brought his family from Europe to Cincinnati, OH. The family included three daughters: Meta (born 1890), Margaret (b. 1893), and Dorothy (b. 1900), and four sons: Charles (b. 1891), George G. (b. 1896), Paul (b. 1899), and Theodore (b. 1904). Dr. George G. Holdt was a member of the Omega Upsilon Phi fraternity and graduated from the University of Cincinnati in 1924 (photo on the left is from the 1921 yearbook). He enlisted in the Army on June 4, 1918, and was a Corporal as of September 1 of that year, and a Sergeant by October 1st, with the American Expeditionary Forces from November 11, 1918 until July 1, 1919, then discharged on July 9, 1919. The photo on the right was taken during his time in service. In about 1926 he married Ida Muhlhauser, and they had a daughter named Eleanor (born ~1928). He died on December 24, 1983 in Bellingham, Washington.

Professional History

Professional historical information found to date is limited, but by 1928 he was identified as an Assistant Surgeon stationed in Honolulu, and in 1934 he served as a Passed Assistant Surgeon in Toronto, Ontario. In 1938 he had been promoted and was a Surgeon in Seattle, and next was identified as the Medical Officer in Charge of the Portland District, which oversaw the Columbia River Quarantine Station. His first reference in the station log was on April 30, 1938, and the last reference was September 27, 1939, a few days before the station was closed. By 1944 he was in San Francisco, serving at the Angel Island Quarantine Station at an undetermined rank, and in 1955 he was a Medical Director at the quarantine station in San Diego.

Sources

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2. The station log for the Columbia River Quarantine Station, 1899-1939
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George G. Holdt
Service 1897 4. The National Medical Review (various years) 5. Official Register of the United States (various years) 6. Public Health Reports (various years) 7. Annual Report of the Supervising Surgeon General of the Marine Hospital Service (various years) 8. Annual Report of the Surgeon General of the Public Health Service (various years) 9. Ancestory.com; Ohio Soldiers in WWI, 1917-1918 10. US City Directories, 1821-1989; Ancestory.com 11. 1930 and 1940 US Census 12. Find a Grave Index 13. Personal e-mail correspondence from a relative of Dr. Holdt, Melissa Karaus, July 30, 2020 14. Photo (on the right) from Dr. Holdt's grandniece, Heidi Jenkins

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Frank Hendricks Vincil

Last Updated July 29, 2020

Personal History

Dr. Vincil was born on November 25, 1882 in Missouri to John Davis Vincil (1830-1904) and Julia Ann Brown Peery (1824-?), and had three sisters (Martha Ella, Virginia Mildred, and Julia Alice) and three brothers (James E., Robert, and John Davis, Jr.). He attended Missouri State University, and received his medical degree from the MSU Barnes Medical College in 1902 or 1903. He married Wathia A. Jones on November 23 (or 24?), 1910 in Roseburg while he was serving with the Oregon National Guard. He was a member of the Southern Oregon Medical Society and the American Medical Association, and was a founder and past commander of the Astoria Post of the American Legion. He died on April 30, 1952 at the Veterans hospital in Portland, OR.

Professional History

Dr. Vincil practiced medicine in the Roseburg, OR area from 1906 until 1917, and served as the County Health Officer for Douglas County in 1912. He was a Captain in the Oregon National Guard, Sanitary Detachment, stationed in Roseburg, OR prior to the outbreak of WWI. In September of 1915, Dr. Vincil was the camp surgeon for the National Guard during a large training exercise in the Roseburg area. On June 18, 1917, he was sent to Fort Riley, KS for three months of military training. He served in the Coast Artillery at Fort Stevens, OR, returning briefly to Roseburg after the war before moving to Astoria, where he practiced until 1946. According to the station log, effective October 1, 1939, Dr. Vincil took "*charge of U.S. Public Health Relief and quarantine*" but no further information regarding Dr. Vincil is provided by the log, and the station is reported to have closed on that date. It appears that he likely was retained by the PHS for several years as contract physician (not as a commissioned officer) who could be asked by the agency to provide assistance to ships' crews while they were in the Astoria area.

Sources

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4. Fifth Biennial Report of the Adjutant General of the State of Oregon for the Period November 1, 1914 to October 31, 1916
5. WWII Draft Registration Card

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Frank Hendricks Vincil
6. Oregon State Marriages 7. Who's Who on the Pacific Coast 1913, p. 582 8. Oregon Journal, September 8, 1915, p. 6 9. Oregonian, May 2, 1952, p. 19

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John Walter Babbidge and the Babbidge Family

Last Updated July 10, 2020

John Walter Babbidge

Personal Histories

The Babbidge family has an extensive history in the Columbia River area. The focus in this summary is on those who worked with the Columbia River Quarantine Station.

John Walter Babbidge was born on October 31, 1842 in Rockland, Maine. By 1880, he had married Julia Kindrid of Ft. Stevens, Oregon, with whom he had four sons, all of whom followed him into careers as steamboat captains. Julia Kindred's father was Bartholomew C. Kindred (1818-1904), one of the first bar pilots on the Columbia and Willamette rivers. Their sons were Wilbur Walter, Alfred (1883-?), Edward (1877-1932), and James Garfield. By 1890, John W. reportedly was married to a woman named Nancy. He died on November 19, 1917 in Astoria, OR, apparently due to a stroke.

Wilbur Walter Babbidge (December 17, 1870 to December 27, 1960) was born in Portland, OR and grew up in Astoria. He married Mary Amelia Bowen (b.1872), with whom he had three children, two of whom survived childhood: Wilberta (1895) and Hazel (January 31, 1897). In 1917, Wilbur and Mary were divorced as a result of his "*cruel treatment*" and "*ungovernable temper*." In June of 1920, Wilbur had married Adaline (or Almira) Louise King.

James Garfield Babbidge (September 16, 1880 to May 30, 1932) went to grade school and high school in Astoria, and to business college in Portland. By 1917, he was married to Elizabeth (Bessie) Staples, with whom he had two daughters, Emily Julia (b. 1909) and Frances Elizabeth (b. 1922).

Professional Histories

John W. Babbidge started his seafaring life in the Atlantic before moving to the Pacific in 1864 as a second mate on the Cambridge. He then worked many different ships in the Columbia River between Astoria and Portland, as well as in the nearby Pacific. In 1890 or 1901, he built the steamer R. Miller, and became a river pilot in 1887. Later, he appears to have been a co-owner of the Electric with his son Wilbur, though that ownership transferred to John in 1905. His first reference in the log was on February 2, 1906, and the last was on May 28, 1910.

Wilbur W. Babbidge's first reported steamboat experience was in 1886 aboard the Dixie Thompson, and in 1890, he worked as a deckhand on his father's boat, the R Miller. In 1902, he was a captain of the Electro, but ownership transferred to his father, John W. on October 9, 1905 when Wilbur went to Portland to staff the Spencer steamship. Then, in 1906, he owned the steamer Caldwell. From 1892 until 1912, he worked for the Army Corps of Engineers on tugs that helped to build the south jetty at the

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mouth of the Columbia River. In 1906, he "*was present at the rescue of the crew of the sailing ship Peter Iredale*" which had become stranded on the beach near Warrenton, OR. He served as a Lieutenant Commander with the US Coast Guard during WWII. He also served as a river pilot from Astoria to Portland. His first and only references in the log are on February 2, 1906.

James G. Babbidge was a deckhand working with Wilbur in 1902. In 1903, at the age of 23, he was licensed as a captain and a pilot. He and his father, John W., bought the Electra, which he piloted for the quarantine station before leaving the water in 1922 to work at a pharmacy in Seaside, Oregon. His first reference in the log was on May 2, 1906, and the last was on May 28, 1910.

Sources

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4. US Census, 1880-1940
5. Astoria City Directory, 1890-1947
6. The Oregonian, June 1, 1917
7. The Oregonian, November 20, 1917
8. The Oregonian, December 29, 1960
9. History of the Columbia River Valley From the Dalles to the Sea, Vol. III, 1928, pp. 846-7
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Thaddeus Stevens Trullinger and Georgia Trullinger

Last Updated July 10, 2020

Personal History

Thaddeus Stevens Trullinger was born in Centerville, Oregon on July 14, 1867 to John Corse Trullinger (July 29, 1828 to April 28, 1901) and Hannah Boyle (October 27, 1837 to May 26, 1933). He had four brothers (Perry, Thomas, Grant, and John) and two sisters (Ann and Isabella). He was married on November 3, 1891 to Georgia Badollet (September 1868 to May 8, 1933), with whom he had two children, Clyde Badollet (October 1892 to June 20, 1963) and John Paul (March 16, 1902 to March 25, 1967). Mr. Trullinger was elected as a director of the Astoria School District in 1917 for a three year term. He died on August 24, 1944 in Astoria, and was buried in the Ocean View Cemetery in Warrenton, OR.

A home on Exchange Street in Astoria that was owned by the Trullingers is now the "home" of KMUN radio, and is near the Clatsop County Historical Society museum. He is responsible for the placement of a Guest Book at the quarantine station, with a first entry in that book of March 18, 1901. A note in that book states "*THIS BLANK BOOK WAS PURCHSED BY T S TRULLINGER AND PLACED ON THIS DESK. VISITORS ARE ASKED TO SIGN THEIR NAMES*."

He also is reported to have been the owner of a small muzzle-loading cannon that was used for entertainment purposes and which discharged accidentally during a July 4th celebration in 1903, killing a young boy (Mr. Trullinger was not present at the time and the tragedy was rules an accident).

Professional History

In 1894, Thaddeus Trullinger is reported to have worked for the West Shore Mills & Electric Light Company, possibly as an electrician, and helped as an electrician to bring electric street lights and trolleys to Astoria around 1892. He also is said to have put together a gallows with an electrical switch in 1894 which was used for the last hanging in the county. In 1903 he was an engineer, and as a mechanic/ engineer he served the Columbia River Quarantine Station with a first reference in the log on January 14, 1906, and a final reference on August 24, 1907, when he went to work at a store in Astoria that was owned by his wife's family.

Georgia Trullinger is noted to have worked, possibly for the West Shore Mills & Electric Light Company, and also for the CRQS as a cook and an attendant for the patients at the station. Her first reference in

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Thaddeus Stevens Trullinger and Georgia Trullinger

the log was on January 11, 1906, and the last was on October 8, 1906, though she likely worked at the station prior to the initiation of the log. She is shown as having at least visited the station on May 1, 1901, according to the Guest Book.

Sources

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2. The Astorian, 10/21/2015
3. The Daily Astorian 10/27/13
4. Gemi.com
5. Drollingergenealogy.com
6. Columbia River Quarantine Station Log
7. Correspondence dated June 12, 2020 from Liisa Penner, Archivist for the Clatsop County Historical Society, to Nancy Anderson, founder of the Knappton Cove Heritage Center, regarding a guest book in the Clatsop County Historical Museum (Accession No. 04.100.002)

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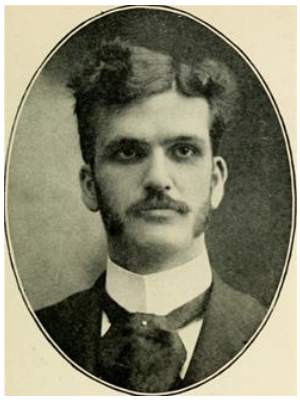
Leon Willet Hyde

Last Updated July 13, 2020



1

2

Personal History

Dr. Hyde was born on May 10, 1874 in Mankato, Minnesota to CWJ Hyde and Christiana Hyde. He attended Carlton College in Northfield, MN, beginning as a freshman in 1893, and received his MD from Rush Medical College in 1897. He married to Eva Gertrude Rockwell (April 5, 1878 to November 13, 1959) in 1901 or 1902, and with whom he had a daughter, Elizabeth Marie Hyde, and a son, Albert Cornelius. As a veteran of the Spanish American War, Dr. Hyde was involved in efforts with other Portland area individuals to try save the Battleship Oregon from being dismantled by the Navy. He died on May 30, 1948, and is buried at Ocean View Cemetery in Warrenton, Oregon.

Professional History

Dr. Hyde enlisted in the Army on February 7, 1898. He was discharged on January 2, 1899, having served in the Spanish American War with the 15th Minnesota Infantry Volunteers, Company E, achieving the rank of Sergeant. After leaving the service, he practiced medicine in Minnesota (see photo #1, above) until moving to Portland, Oregon in 1906. By 1920, he had moved to Hillsboro, OR) where he placed an ad in the Hillsboro (OR) Argus newspaper to let people know he was available to provide "*Office Treatment of Diseases of women and children nose and throat*" from 10 AM to 1 PM. He also was listed in a city directory as being associated with a "Dr." Whiting. Mr. Whiting was charged with practicing medicine without a license and was convicted of selling a cancer cure solution, which Dr. Hyde prescribed to at least two women who died while undergoing this treatment. Whether or not Dr. Hyde faced any repercussions for his use of this solution or his association with Mr. Whiting was not found. In a 1931 directory, Dr. Hyde is listed as a physician in Astoria. At the Columbia River Quarantine Station, Dr. Hyde was designated on April 25, 1930 as the "relief man" when the "officer in charge" was away from the duty station. While appointed as a Temporary Acting Assistant Surgeon, Dr. Hyde was not found listed in the Official Register of the United States, so he appears to have remained as a Temporary Acting (and non-commissioned) AS during his PHS tenure. His last reference in the log was on September 27, 1939, directing that he continue to serve until October 1, 1939 when Dr. Vincil was to take over as the station was closed (see photo #2, above). A 1942 city directory shows Dr. Hyde as living in Olney and practicing as a specialist in "Kidney, Bladder, Urinary & Rectal Diseases."

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Leon Willet Hyde

Sources

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2. Photo from the Astorian newspaper, November 12, 1940
3. Geni.com
4. Findagrave.com
5. The San Francisco Call, March 9, 1913
6. Carleton College Digital Collections, www.contentdm.carleton.edu
7. http://collections.carli.illinois.edu/cdm/ref/collection/rsh_classp/id/222
8. The Hillsboro Argus, Hillsboro, Oregon, January 6, 1921
9. 1910 and 1920 US Census
10. Minnesota Birth Index
11. Application for Military Veterans: Headstone
12. The Oregonian, June 3, 1921, p. 12
13. Columbia River Quarantine Station Log
14. City Diretory, Astoria, 1942

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Plague

Last Updated July 30, 2020

As summarized by the Centers for Disease Control, plague "*is a disease that affects humans and other mammals. It is caused by the bacterium, Yersinia pestis. Humans usually get plague after being bitten by a rodent flea that is carrying the plague bacterium or by handling an animal infected with plague*." Animals that may carry susceptible fleas include certain species of squirrel, wood rats, prairie dogs, chipmunks, mice, voles, and rabbits, and carnivores can acquire the infection when their prey is infected by the disease.

As summarized by a CDC website:

> *There are three forms of plague:*
>
> *Bubonic plague: Patients develop sudden onset of fever, headache, chills, and weakness and one or more swollen, tender and painful lymph nodes (called buboes).*
>
> *Septicemic plague: Patients develop fever, chills, extreme weakness, abdominal pain, shock, and possibly bleeding into the skin and other organs. Skin and other tissues may turn black and die, especially on fingers, toes, and the nose. Septicemic plague can occur as the first symptoms of plague, or may develop from untreated bubonic plague.*
>
> *Pneumonic plague: Patients develop fever, headache, weakness, and a rapidly developing pneumonia with shortness of breath, chest pain, cough, and sometimes bloody or watery mucous. Pneumonic plague may develop from inhaling infectious droplets or from untreated bubonic or septicemic plague that spreads to the lungs. Pneumonic plague is the most serious form of the disease and is the only form of plague that can be spread from person to person (by infectious droplets).*

The plague has been a threat to humans since ancient times. It hit Constantinople in 541 CE and spread across Europe, Asia, North Africa and Arabia, eventually killing between 30 and 50 million people, representing as much as half of the world's population at the time. In 1347, the Black Death hit Europe and killed as many as 200 million people within four years. The photo above shows a costume that was used by some doctors in the 1600s that had a mask with a beak that was filled with aromatic material in an effort to protect them from the foul-smelling air that might accompany infections such as the plague. The disease was introduced into the US in 1900, and by 2012 there have been 1,006 confirmed or probable cases of the plague in this country, with about 80% of those cases taking the bubonic form.

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Plague

Currently, an average of about seven cases of human plague occur each year in the US, ranging from 1 to 17 cases per year. Before effective antibiotics were developed (about 1941), plague killed about 66% of those who became infected. With appropriate antibiotics, mortality is now closer to 11%, but it remains a serious infection.

The first reference to plague in the CRQS log was on February 7, 1908, though it was being watched for long before that date due to the outbreak in San Francisco that occurred between 1900 and 1904 (for an excellent narrative about this outbreak, see reference #3, below). It was again noted as being present in Yokohama in 1909, and in Hilo, HI later that year.

Sources

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Pratique

Last Updated July 30, 2020

Pratique is the permission given to a "*ship to have dealings with a port, given after quarantine or on showing a clean bill of health*," according to Lexico, by Oxford, which goes on to state that the term's origin is early "*17th century from* [the] *French,* [meaning] *literally 'practice', via Italian from* [the] *medieval Latin practica.*" As specifically applied to the work done at the Columbia River Quarantine Station, the Code of Federal Regulations (42 CFR 71.121 to 125) states that vessels "*shall not enter a port under the control of the United States to discharge cargo or land passengers unless a certificate of free or provisional pratique has been issued to the master* [of that vessel]." A "*certificate of free pratique*" means that "*the vessel and its master may enter, discharge cargo, and land passengers*" at a US port. However, a "*certificate of provisional pratique*" means that "*the vessel may enter* [the port], *but that additional measures as specified in such certificate must be taken in connection with the discharge of cargo, or the landing of passengers, or the sanitary condition of the vessel*." The determination of whether or not there is a need for those "*additional measures*" is made by the medical officer in charge at the port. Once those additional measures have been taken, a "*free pratique*" may be issued. Provisional pratique allows a vessel to proceed to a port further along its route, but it may not discharge cargo or passengers until given a certificate of free pratique. In some circumstances, the "*medical officer in charge may grant pratique by radio to a vessel upon the basis of information regarding the vessel, its cargo and persons aboard* [that is] *received prior to arrival*" at the port when, in the judgement of the medical officer, "*the entry of the vessel will not result in the introduction, transmission or spread of communicable diseases*." The process of inspection of ships, crews, and passengers thus may result in the need for quarantine, if communicable diseases or potential carriers of such diseases (e.g., rats) are found on the vessel. This, then, is a major function of the medical officers assigned to a quarantine station, such as the CRQS.

Sources

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2. Code of Federal Regulations: 1949-1984, p. 578

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Smallpox

Last Updated July 30, 2020

It is not known when smallpox originated, but it appears to have existed at least as long ago as the Third Century BCE, as evidences by a rash found on some mummies in Egypt. The earliest written record of what appears to be smallpox is from the Fourth Century CE in China. This infectious and contagious disease was caused by the variola virus that was transmitted from one person to another. The infection caused a fever and a progressive skin rash, like that shown above. About 30 percent of people infected with smallpox died, and survivors were likely to have permanent scars over much of their bodies, particularly on the face. As a result of a world-wide eradication program, the last naturally-occurring case of smallpox in the US was in 1949, and there have been no reported cases of smallpox in the world since 1977, except for a few that were the result of research accidents. It now is considered to have been eliminated from the world.

When there were naturally-occurring cases of smallpox, its spread generally was by close contact between infected and non-infected individuals. People were contagious (capable of spreading the infection to others) as soon as the sores caused by the virus were present in the mouth and throat. Spread occurred as a result of coughing or sneezing, expelling droplets that contained viable virus particles. The droplets could then be inhaled by other people who were susceptible to the infection (though this was thought to be uncommon), or they could settle on and contaminate surfaces or materials, such as clothing or blankets, which could transfer the virus to others who came in contact with those materials. The rash followed, with the characteristic pustules that began on the face and spread to the rest of the body. The fluid in the pustules contained live variolo virus, and people remained contagious until the last scab dried up and fell off.

The first reference to smallpox in the station log was in June of 1908 and continued to be a concern to the station's medical officers until at least May of 1937 when a man was examined and referred to a hospital in Portland for care. It is not known how many cases of smallpox were treated at the CRQS pesthouse, though photographic evidence shows that there were cases at the station.

Sources

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Columbia River Quarantine Station

Last Updated August 1, 2020

One might ask, "*Why was there a Columbia River Quarantine Station? What was it for?*" While the concepts of quarantine and sanitation go back well into the past, the history of the CRQS has its more immediate roots in role of the Public Health Service and its predecessors, whose mission is "*to protect, promote, and advance the health and safety of our Nation*." Under the leadership of John Maynard Woodworth, who was Civil War General William T. Sherman's personal medical officer during that war's famous "march to the sea" and who in 1871 was appointed as the first Supervising Surgeon of the Marine Hospital Service (now referred to as the Surgeon General of the USPHS), a reorganization of the MHS began the eventual conversion of a network of locally controlled hospitals for sick sailors and seafarers into a centrally controlled national organization. A military model for the medical staff was instituted, and formal examinations of applicants to the service was instituted rather than having them simply appointed when recommended by the local Collector of Customs. Dr. Woodward then helped to assure the passage of the National Quarantine Act of 1878 which gave the authority to the MHS to implement quarantines, gradually taking over this function from the states. This authority included making rules and regulations regarding the retention of ships which had cases of contagious diseases on board, or which came from foreign ports where contagious diseases were known to be present. Unfortunately, no funds were appropriated to support these functions. Opponents of these authorities also had inserted a clause in the legislation that made clear that any resulting rules and regulations must not conflict with any of the laws or regulations of any state or local government agencies.

It took the Immigration Act of 1891 to centralize immigration enforcement authority under the federal government, and this removed state and local governmental authority to carry out federal immigration laws (although it took until 1921 to complete the transition from state to federal control of quarantine functions). The 1891 Act also expanded the list of people and conditions that were excludable from entry into the country, including felons, polygamists, "*all idiots, insane persons, paupers or persons likely to become a public charge*" as well as those suffering from infectious diseases.

The State of Oregon had provided quarantine services at the mouth of the Columbia River since about 1880. These services were provided by such physicians as Dr. Jay Tuttle, who was appointed Acting Assistant Surgeon with the MHS beginning in 1892. Then, on June 26, 1894, the United States Senate passed a resolution acknowledging the need for a quarantine hospital on the lower Columbia River to support the existing quarantine inspection activities in the area. Dr. Walter Wyman was the Supervising Surgeon General of the Marine Hospital Service at that time and, in a supporting letter for the resolution, he wrote:

> *"While the inspection of vessels at the mouth of the Columbia River is faithfully carried on, no provision is made there for the care* [of] *the sick taken from an infected vessel or the purification of the vessel itself. The nearest properly equipped quarantine station is at Diamond Point, near Port Townsend, Wash., some 275 miles distant, and should an infected vessel arrive at the mouth of the Columbia River the vessel would have to be remanded to the Port Townsend Quarantine, entailing not only expense, but hardship upon the sick".*

More time would pass, however, before specific action was taken. Finally, the State of Oregon in 1897 approved a measure in support of establishing specific quarantine and disinfection facilities near Astoria in order to carry out the requirements of the Act of 1891. After much debate and heated legal challenges, the federal government settled on its preferred site, which was on the much-less populated

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Columbia River Quarantine Station

Washington State side of the river, Knappton Cove, and the Columbia River Quarantine Station opened on May 9, 1899 in the facilities that were left over from their recent past as a salmon cannery. Assistant Surgeon Hill Hastings was the first officer assigned to take charge of the station (Dr. Tuttle had been in an acting position) and, on January 1, 1906, he was replaced by Assistant Surgeon Baylis Earle.

Initial remodeling of buildings and other facilities on the site for disinfection, treatment, and isolation of patients was completed by mid-December of 1900. In its first year of operation, the new station examined an estimated 6,120 crew members and immigrants from many different countries, including Germany, Norway, Britain, France, Japan, Russia and Peru. In 1912, a dedicated lazaretto, or pesthouse/hospital, was built to improve the station's ability to treat individuals with infectious and contagious diseases. Over the 40 years of the station's operation, approximately 100,000 people were examined and provided services there. The lazaretto building that was an integral part of the CRQS has been carefully preserved and is the home of the Knappton Cove Heritage Center. Of the 61 quarantine stations that were operating in 1917, the lazaretto at Knappton Cove is thought to be the only one remaining that is still open to the public to preserve and present this history.

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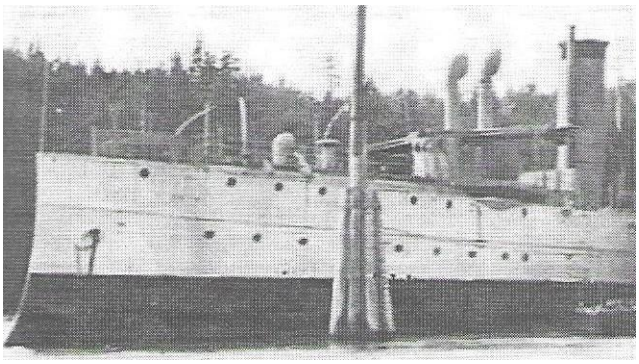
Dolphin

Last Updated August 4, 2020



Though the origin of the term remains uncertain, the term "dolphin" as used in this log refers to a marine structure that is used to help guide into place and secure vessels. They often are used in conjunction with piers or docks to reduce the size that would otherwise be required for those shore-based structures. There are two primary types of dolphins: breasting dolphins and mooring dolphins. Breasting dolphins are used to help with berthing or mooring a ship, to protect piers, and to limit the movement of a ship once it has been secured to a dock or pier. A mooring dolphin is only used for securing a ship, which is attached to the dolphin with mooring lines, such as ropes or cables. Dolphins have the added function of protecting structures like docks or piers from the impact of ships, similar to the role of a fender on a boat. They also may be used for the placement of navigational aids, such as signs, lights, or beacons. Dolphins typically are made of wooden pilings that have been driven into the seafloor, but steel and concrete also may be used, and these pilings often are used in groups that are connected to each other by concrete caps or cable wrappings, adding to their strength and stability. The photos above demonstrate wooden pilings used as dolphins, with the one on the right showing the Columbia River Quarantine Station's ship, the Concord, which has been moored to one of the dolphins that are still present and can be seen today in the river near the Knappton Cove Heritage Center.

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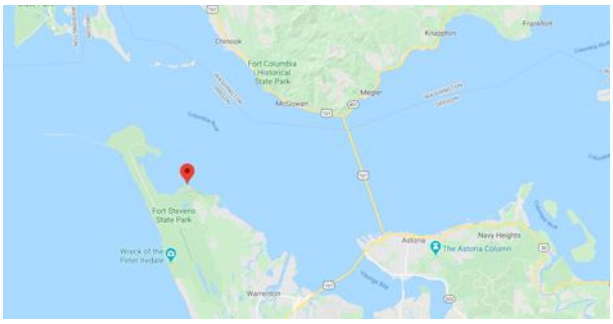
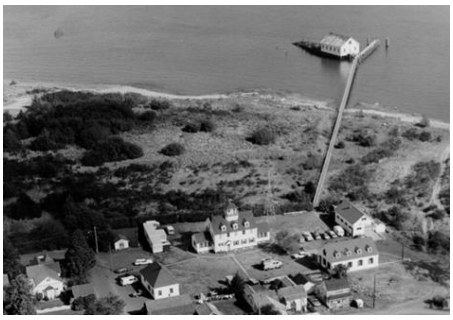
Point Adams Life Saving Station

Last Updated August 4, 2020





The Point Adams Life Saving Station, which was located near Hammond, Oregon and across and down the Columbia River from Knappton Cove (see map, above) was part of the US Life-Saving Service (USLSS), an agency whose unofficial roots go back to at least 1787 when the Humane Society in Massachusetts built a small and unmanned shelter on Scituate Beach to hold firewood and other supplies for the survivors of shipwrecks who were able to come ashore. In 1790, the Secretary of the Treasury, Alexander Hamilton, established the Revenue Marine Service, which was later called Revenue Cutter Service. In 1848, a New Jersey Congressman was provided funding to provide life-saving services in his coastal area, and these funds were administered by the Revenue Marine Service. Then, in 1871, these services were placed within the Department of Treasury's Revenue Marine Bureau. Following two shipwrecks off the coast of North Carolina (one, the USS Huron in 1877 and, the other, the Metropolis in 1878), the US Life Saving Service was formally established and made an independent unit of the Treasury Department in June of 1878. The USLSS then was merged with the Revenue Cutter Service to become the US Coast Guard in 1915.

The Point Adams Life Saving Station was established in 1888. The first facilities were built in 1889 and it went into active service in December of that year with a crew of seven surfmen. In 1900, the crew was increased to eight surfmen (plus the station keeper) who were on duty during the summer months of May 1 through August 25, with just seven surfmen on duty during the rest of the year. The two lower photos (above) show typical crews and crafts that were used by the USLSS in the early 1900s, as well as the tracks on which the rescue boats were launched out into the river from the storage facilities Those facilities were built above the high tide and expected storm surges, as shown in the aerial photo (above right). Wearing their cork (or sometimes kapok fiber) filled life preservers, surfmen would row out into the surf to reach those in need of rescue, which was a very dangerous occupation. While records are not complete, an estimated 2,000 ships and hundreds of lives have been lost in an area referred to as "*The Graveyard of the Pacific*," which includes the Pacific Coast from Oregon to British Columbia. At the

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mouth of the Columbia River alone, the fog, shifting river-bottom sand, and strong currents as the river meets the incoming swells of the Pacific Ocean have led to the loss of at least two hundred ships. Crews of the present-day Cape Disappointment Coast Guard Station respond to between 300 and 400 calls for assistance each year, especially from June to mid-September. As indicated by the "Graveyard of the Pacific" moniker, the area where the Columbia River meets the Pacific is regarded as one of the most treacherous river bars on earth and wind-driven ocean swells often reach a height of 20 to 30 feet.

The first mention of the station in the Columbia River Quarantine Station log was on January 8, 1908. It is interesting to note that there is no mention in the log of a widely reported rescue effort carried out by the surfmen on January 7, 1913 when the oil tanker SS Rosecrans wrecked on Peacock Spit near Cape Disappointment just beyond the mouth of the Columbia River (Peacock Spit itself was named for the wreck of a Navy ship there in 1841). An SOS signal was sent from the Rosecrans, but the ship soon broke up and 33 of the 36 crewmen were lost. It is not known if the CRQS medical officer (either PAS John Holt, or Acting AS Jay Tuttle) were notified, or why the station log is silent about this disaster. The last mention of the Point Adams station in the log was on July 1, 1939, a few months before the CRQS was closed.

Out of service as a life saving station by 1963 or 1964, in January of 1967 the Coast Guard officially closed the Point Adams station and its search and rescue operations were assumed by the station at Cape Disappointment, across the river in Washington. For a time, the Point Adams facilities were used by the Clatsop Community College, and then they were purchased in 1969 by the National Marine Fisheries Service (NMFS) for use as a research station. While the original 1889 station no longer survives, the 1939 station is still in use as the Point Adams Research Station of the NMFS.

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